PACIFIC FISHERMAN

JUNE
1951

A Miller Freeman Publication
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3 big econom extras

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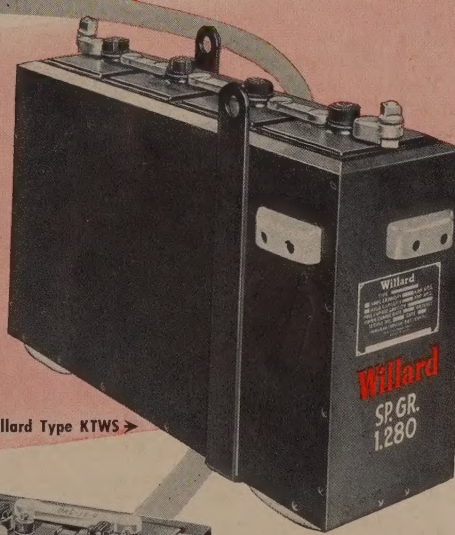

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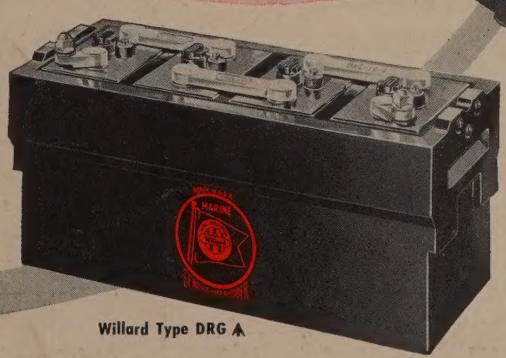

Willard Type DRG ▲

Willard Type DSW ▲

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Worth looking into!

..says Archie the chef

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FIRST OF ALL—*smell the difference* . . . notice the lack of color . . . the freshness.

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THIRD—*try* ARCHER "S" and ARCHER "C" in your products . . . see how they bring out that extra goodness that brings your customers back for more. For clarity of color, blandness, purity and uniformity, they're unsurpassed.

You'll want to know more about ARCHER "S" and ARCHER "C". And the easiest way to find out is to mail the coupon for samples. *Be sure to mail it today.*

Archer

SOYBEAN SALAD *and* COOKING OILS

Taste THEM
Smell THEM
Try THEM...

Want to see for yourself? Just mail the coupon today.

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Please send sample of ☐ Archer "S" Soybean Salad Oil. ☐ Archer "C" Soybean Cooking Oil.

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PACIFIC FISHERMAN (with which is combined West Coast Fisheries) is published monthly except in January when publication is semi-monthly, by MILLER FREEMAN PUBLICATIONS, INC., at 124 West Fourth St., Los Angeles 13, California. Executive, Advertising and Editorial Offices, 71

PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 49 **No. 7**

JUNE, 1951

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O.P.S. Makes Progress Correcting Early Blunders

Office of Price Stabilization in May made substantial progress—progress in correcting earlier mistakes.

Most flagrant of these—application of ceilings to frozen fish while fresh fish was not subject to price control—was finally corrected as this issue went to press with an order decontrolling frozen fish. For a time it was sought to retain controls on frozen salmon, tuna and shrimp for canning, but O.P.S. policy levels rejected this and decided to decontrol *all* frozen.

This action corrected an early blunder of O.P.S. Decontrol was brought about only after a long, bitter fight. Credit for the accomplishment can be given in all fairness to W. C. Eardley, new chief of the fish section of the O.P.S.; and Maurice Rattray, deputy administrator of the Defense Fisheries Administration. These two men worked harmoniously and conscientiously to correct an action which they knew was unsound. Significantly, the decontrol which had been sought so long was actually achieved within a week after Mr. Eardley became head of the section.

Delay in setting prices of Alaska salmon for canning—induced in large degree by labor unions' efforts to have Wage Stabilization Board assume jurisdiction—finally resulted in O.P.S. deciding to scuttle the project, despite the fact that the highest levels of authority had directed such controls be applied. As time ran on toward the middle of May, with fishing beginning and many fish purchase contracts signed, O.P.S. abandoned the enterprise.

At presstime one other major blunder made by top-level O.P.S. authority remained to be corrected. This was removal of canned salmon from Regulation 22. Only chaos could occur in salmon selling if salmon remains under this regulation, from which *other seasonal food products are exempted, while the most seasonal of all was included.*

Specific Salmon Ceilings Due by Time Fish is Packed

Specific dollars-and-cents, industry-wide ceiling prices for the principal canned salmon items, to be announced progressively as these products become available for shipment, are contemplated by the Office of Price Stabilization. This was announced to a meeting of the canned salmon industry advisory board in Seattle just before presstime.

The proposal received broad, general approval of the industry advisors.

The canned salmon price order was to be announced shortly, but only prices for Columbia River and Copper River Chinooks and Copper River and Puget Sound Sockeyes were to accompany it. Prices for other items will be announced in brief amendments to the order as the goods become available for sale: Reds about the end of July; Pinks early in September; Chums late in September.

Armed Services salmon requirements from 1951 pack were announced at the meeting as 360,000 full cases of Reds and Cohoes. Industry opinion was that these needs could be met by means of voluntary sale, without the necessity of a "set-aside" order.

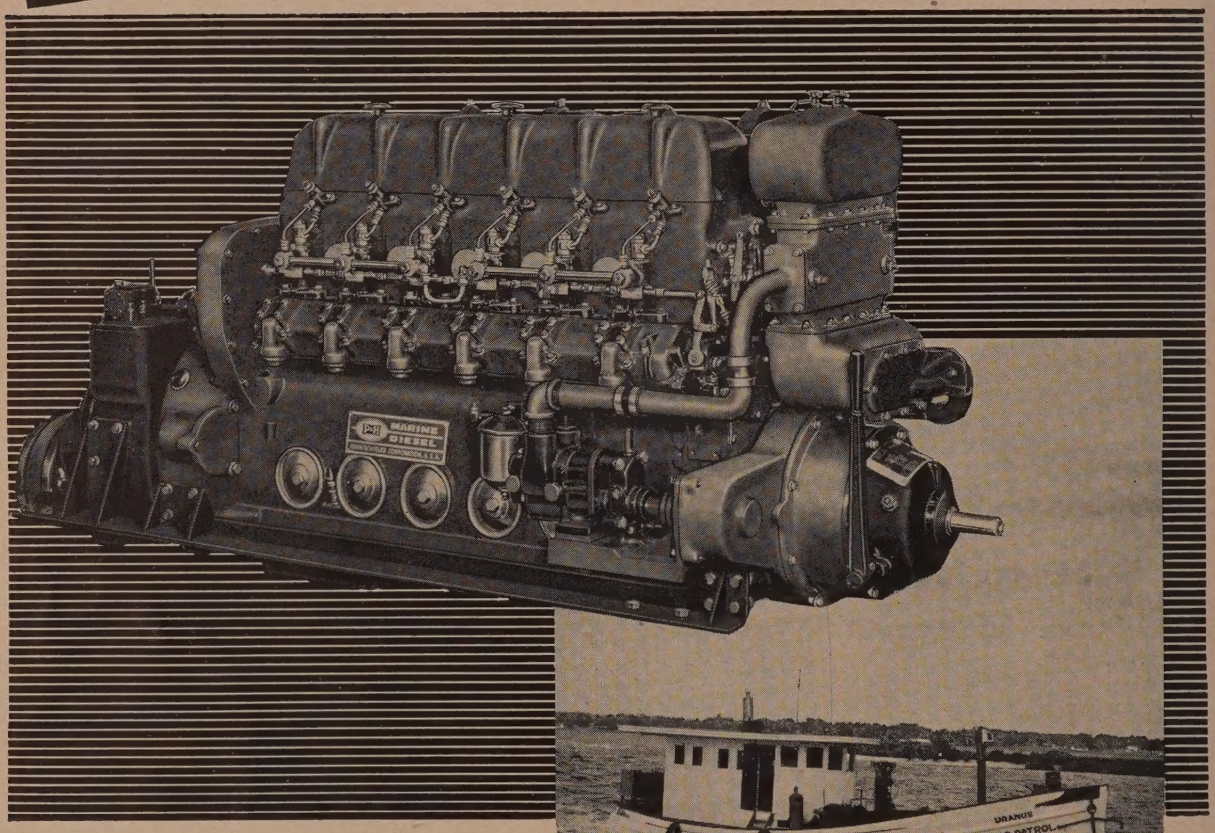
Halibut Season Shortest

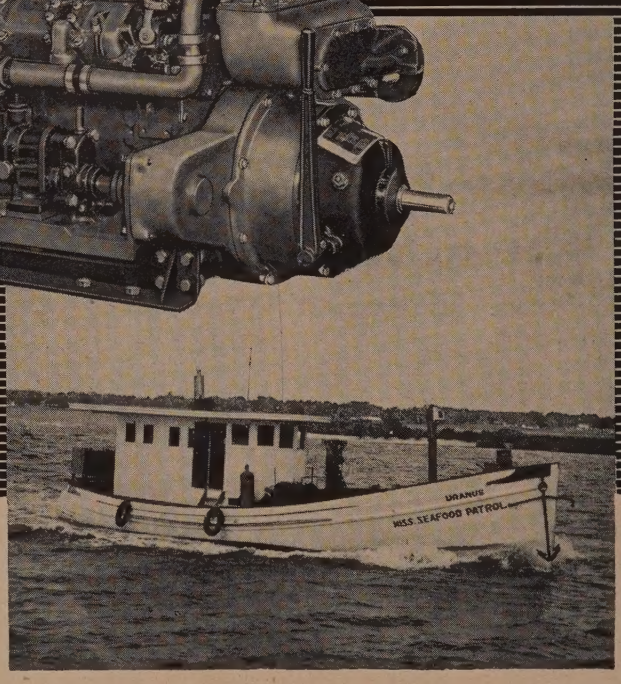
Halibut fishing in Area 2 lasted only 28 days this year, shorter by 4 days than any other season in history. Order closing the season at midnight May 28 was issued May 16.

Moreover, the quota was caught in record time with two important late-run grounds closed until late July.

P&H MARINE DIESELS

2-CYCLE





FAR EASIER TO SERVICE

You will spend more time *fishing* and less time "fixing" when you power with a P&H. Greater simplicity is the reason—far fewer parts than other marine diesels.

The P&H patented cylinder head assembly — which fits all models — can be replaced in only 40 minutes.

Pan removal is unnecessary. All major castings of P&H Marine Diesels are light-weight corrosion-resistant alloys — ending corrosion problems for good.

P&H Marine Diesels are built in rugged 1, 2, 3, 4, and 6 cylinder models up to 145 h. p. Each will give you more dependable and economical service. P&H Diesel Division, Port Washington, Wisconsin.

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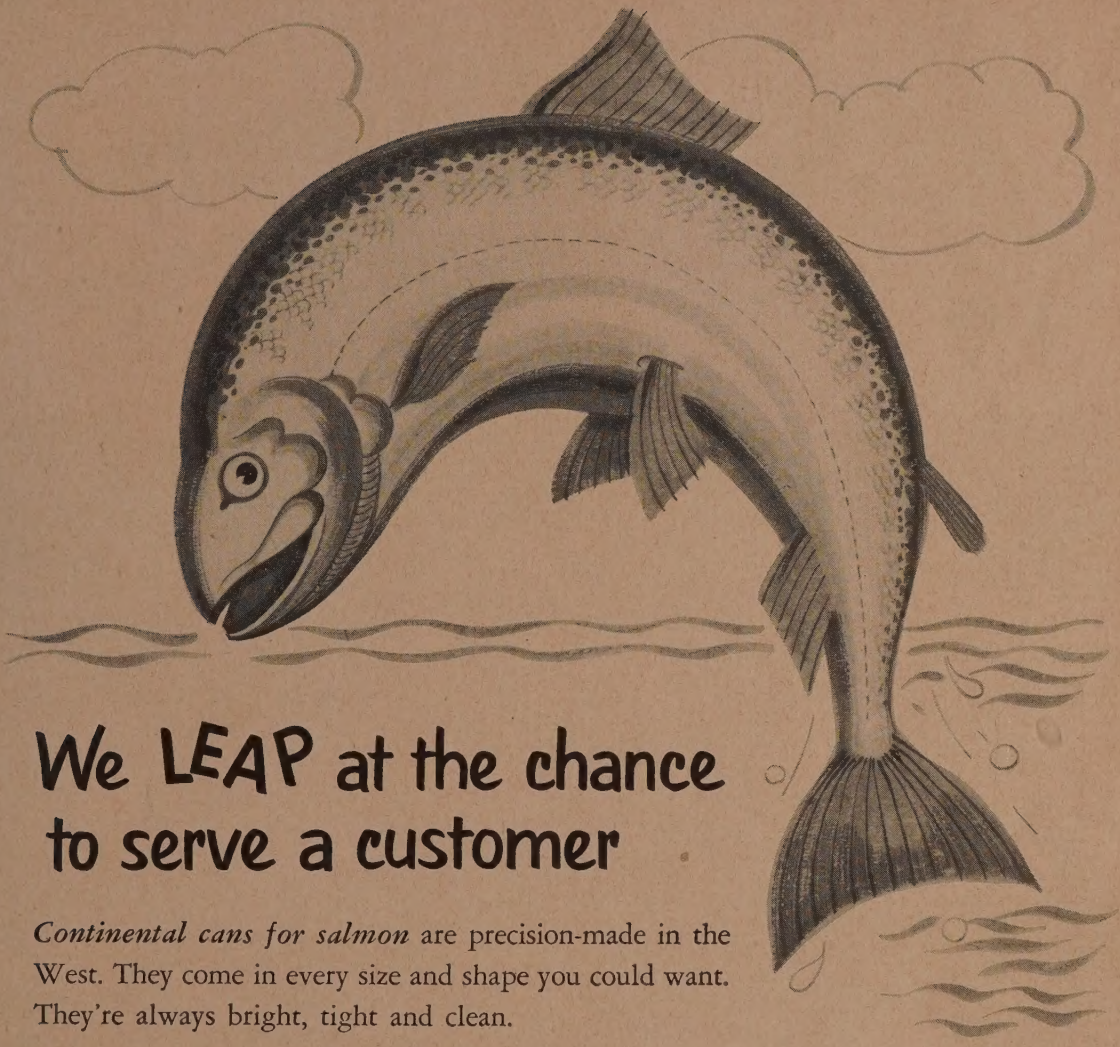

We LEAP at the chance to serve a customer

Continental cans for salmon are precision-made in the West. They come in every size and shape you could want. They're always bright, tight and clean.

But Continental offers more than just a good product. Our service, too, is tops for quality. We leap at a chance to find answers to our customer's problems. By train, plane and car, our experts will travel more than a million miles this year to bring canners the benefit of their experience.

You can't beat Continental as a dependable source of supply!

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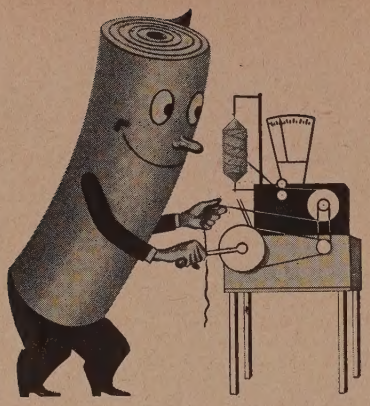

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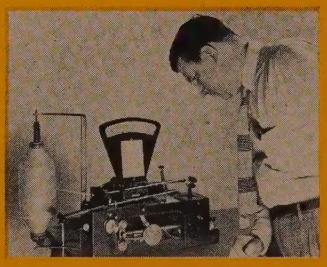
WOODBERRY SEINE TWINE

Gives You Greater Uniformity... Greater Strength

Nets made or repaired with Woodberry Seine Twine have the wear and dependability fishermen look for — because Woodberry Seine Twine is produced under precise scientific controls to assure greater strength.

For dependability, weather-tight protection, choose boat covers made of Woodberry Extra Duck—another Mt. Vernon-Woodberry product.



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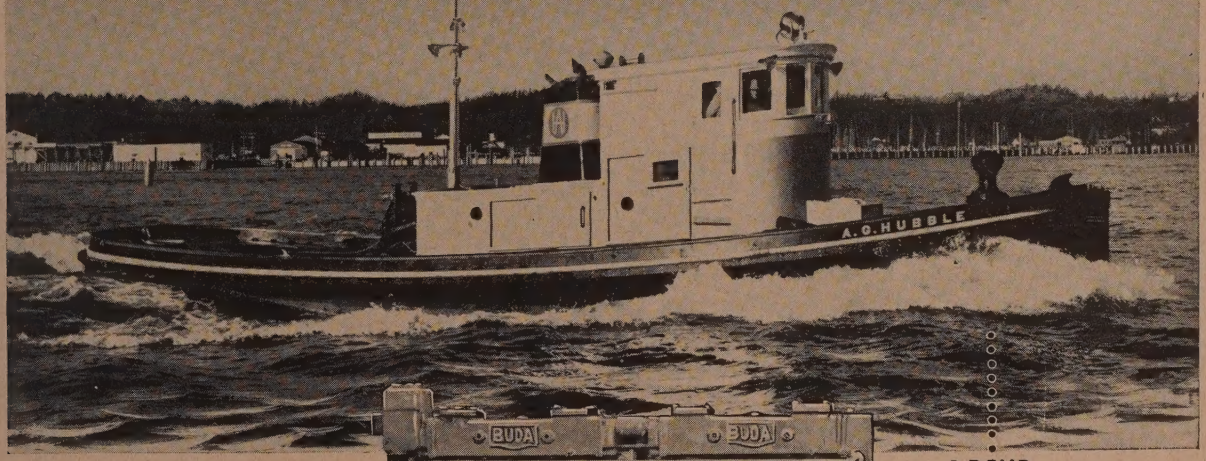
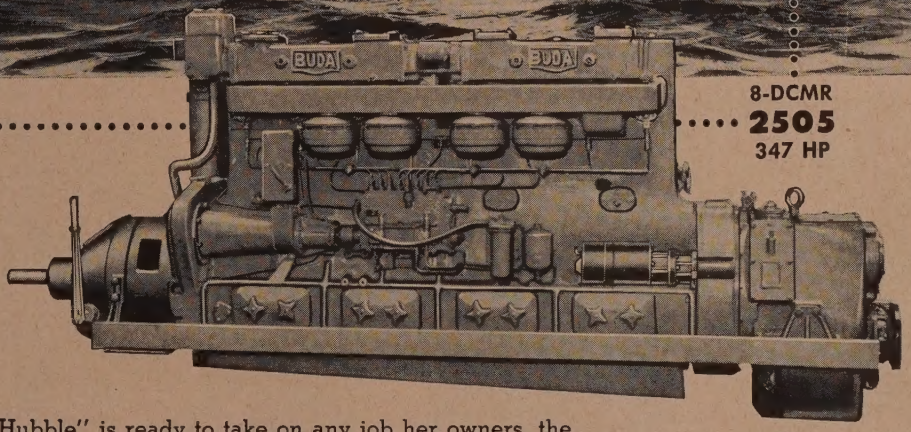
with a BUDA "2505" Marine Diesel



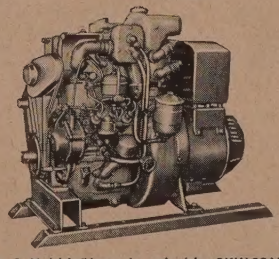


8-DCMR
2505
347 HP

The "A. G. Hubble" is ready to take on any job her owners, the Allman-Hubble Towboat Co., Hoquiam, Wash., give her, because she's powered by a BIG Buda 2505 Marine Diesel.

2505 Cu. In. piston displacement of these big Budas provides the slow, steady, smooth power and extra reserve demanded by workboat and fish boat operators. Buda Diesels are quiet . . . easy on fuel . . . simple to maintain. They guarantee more operating hours between overhauls and their record for dependability is known all over the world. Ask your nearby Buda Marine Distributor about Buda 2505 Diesels today. Write for Bulletins and full details.

The Buda Company, Harvey, Illinois



"A. G. Hubble" is equipped with a 3KW 32 Volt Buda Diesel-Electric Generator Set... a small, compact, dependable power source. Ask for special Bulletin on Buda Marine Diesel-Electric Generator sets.

T. B. Cook Engine Co.
Foot S. W. Gibbs St., Portland 1, Oregon

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King-Knight Co.
360 Jefferson St., San Francisco 11, Calif.

Buda Engine & Equipment Co., Inc.
3407 Airport Way, Seattle 4, Washington

Buda Engine & Equipment Co., Inc.
2529 Chambers Street, Los Angeles 58, Calif.

Marine Pumps, Inc.
745 So. Seaside Ave., Terminal Island, Calif.

Simson-Maxwell, Ltd.
1931 West Georgia Street, Vancouver, British Columbia, Canada

BUDA

BM-14

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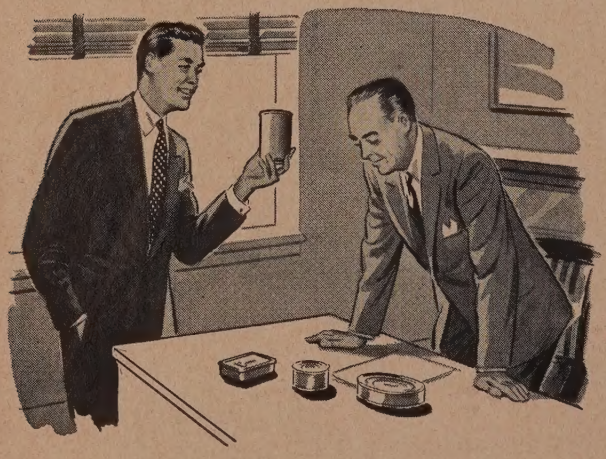
to help yourself to the ½-billion-dollar fish market

1. **Lay out your plant** for maximum efficiency with the suggestions of Canco experts. You'll find them ready with expert suggestions to help you solve your layout and planning problems.

2. **Let Canco Home Economists** test your product in the Canco Testing Kitchen. Perhaps they can help you with ideas on how to give it more consumer appeal.



3. **Take advantage** of Canco's offer to help you with the technicalities of processing. Canco experts will be glad to advise you as to the types of cans, linings, and closures best suited to your products.

4. **Get a best-selling package**—a light, strong, Canco container with plenty of shelf appeal. Ask the advice of our packaging experts.

5. **Which can?** Whatever your need, wherever your need, Canco has the *right* package.

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CANCO

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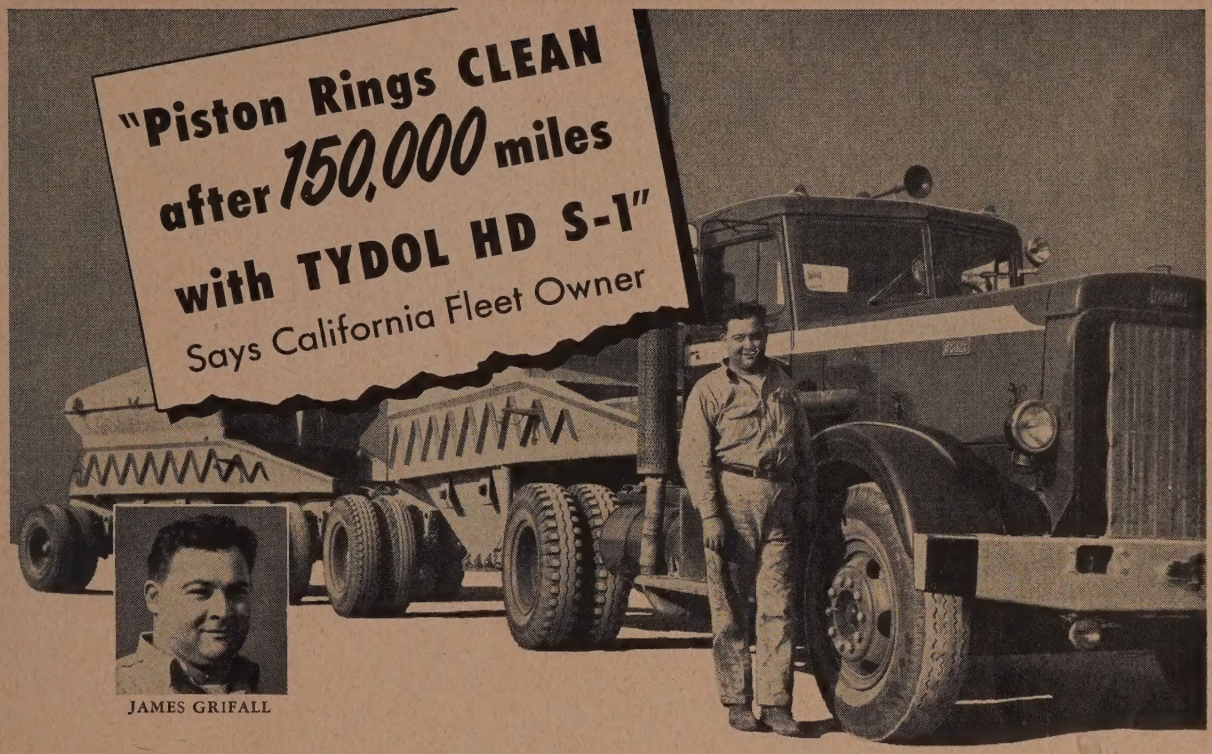

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"Hauling hopper-bottom trailers with 23-ton payloads on daily 500-700 mile runs, our fleet of Cummins 200's and 275's takes a real beating," says James Grifall, Grifall Bros. Trucking Co., Mountain View, California. "Yet recently, when we tore down a Tydol-lubricated Cummins 200 at 150,000 miles, we found piston rings clean and grooves free of carbon! Other engine parts were also clean...remarkably free from wear.

"Since switching from a competitive S-1 oil to Tydol HD S-1, our fleet's average oil consumption has dropped 24.5% per month!"

HEAVY DUTY TYDOLS *CUT* Maintenance Costs

No wonder Heavy Duty Tydols are winning new friends every day. With these remarkable HD oils on the job, oil consumption drops and units need fewer repairs, because engines *stay clean!*

Sludge hasn't a chance to cake and harden on vital parts. Heavy Duty Tydols—extra rich in active cleansing ingredients—*drive sludge out!* In fact, no other oil keeps engines so clean...so free from wear.

Try them. See what you save when you change to the oils that *clean* as they *protect* as they *lubricate.*

3 GREAT HEAVY DUTY TYDOLS

100% paraffin base high V.I. motor oils scientifically compounded with selected additives.

TYDOL HD—High detergency

TYDOL HD S-1—Higher detergency

TYDOL HD S-2—Highest detergency

Ask your Associated Representative which Tydol meets your needs.

TYDOL HD MOTOR OIL

TIDE WATER ASSOCIATED OIL COMPANY (WESTERN DIVISION)

IN MEXICO'S PACIFIC SHRIMP INDUSTRY

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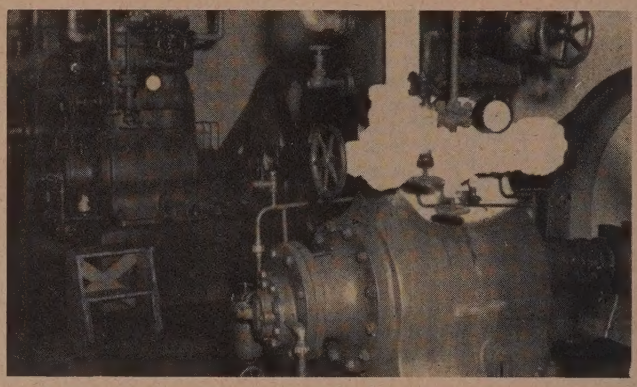
MANNS

ENGINEERED REFRIGERATION



Pesquera E Industrializadora de Guaymas

Installation at Marine Products Co. Largest Importers of Mexico's Pacific Shrimp—Installed by R. E. Manns Co.

R. E. MANNS COMPANY
1030 EAST ANAHEIM STREET
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Has installed more Freezer Plants along Mexico's West Coast than any other United States concern.

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R. E. Manns Company has been solving refrigeration problems of the Mexican Pacific Shrimp Industry for many years. We are proud that our skill and experience has contributed so greatly to the development and prosperity of this 100% Mexican fishery. MANNS ENGINEERED REFRIGERATION Plants are located from El Gulfo to Mazatlan.

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STAINLESS STEEL SHRIMP FREEZING PANS . . .

- Accurate Weight
- Sanitary
- Durable
- Low Cost

Thousands in daily use in Mexico's Pacific Shrimp Industry

—— Send for free Sample ——

RALPH E. MANNS CO.
1030 E. ANAHEIM, WILMINGTON, CALIF.

3 ways to lengthen engine life!

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That depends on luck, savvy *and your engine.* If you have a "Caterpillar" Diesel Marine Engine, you've got a sturdily built propulsion unit. It's practically foolproof and foulproof. It's engineered for a long, dependable life. But you may have to work it longer than you expected. Delivery of new engines may not be as prompt as you may have planned. Military and Defense Rated Orders must be filled first. So take good care of your present engine — and it will take good care of you.

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Caterpillar Tractor Co. • San Leandro, Calif.; Peoria, Ill.

You're the Doctor

1 Follow the maintenance program described in your Operator's Instruction Book. It's practical — experience has proved it effective.

2 Observe the operating suggestions in the Operator's Instruction Book. Your engine is built to be worked hard. Use it wisely and well—don't abuse it.

3 Anticipate your replacement parts needs. Talk them over now with your "Caterpillar" dealer. Don't wait until parts are worn beyond repair.

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Good care can add many extra hours to engine life

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Experience proves their quality! WOOLSEY PAINTS

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• No one is better able to judge marine paints than the large boat yard operator. That's why the opinion of Morehead City Yacht Basin, Inc., Morehead City, N. C., is so significant. C. N. Bennett, its president, writes: "After using Woolsey Tradewinds #705 for the past 2 years . . . we believe it is the answer to the preservation of boat bottoms, which in this area, has always presented a serious problem. The trend among fishermen is toward better grade paints. To this end they are switching to Woolsey".

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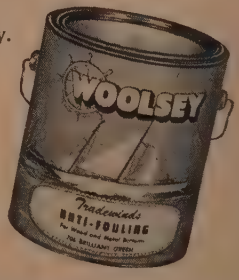

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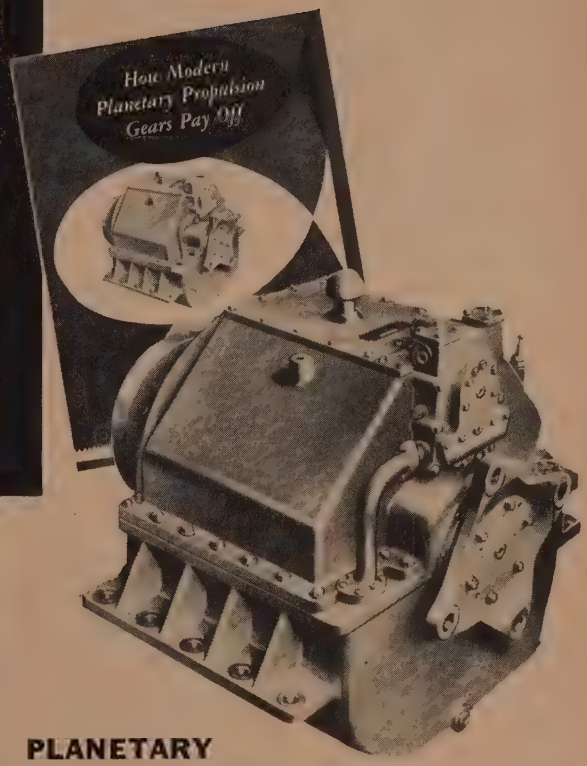
The Western Marine reverse and reduction gear is available in sizes up to 500 hp, ratios 1½:1 to 4:1. It provides the great advantages of fingertip shifting, easy remote control, automatic lubrication. Eliminates stopping and restarting engine for reversing. Permits R and L screw rotation with two right-hand engines. Power take-offs available.



PLANETARY PROPULSION GEAR

This modern planetary marine propulsion gear is available for engines from 600 hp up. Sizes up to 50,000 hp have been built. A Pacific-Western planetary propulsion gear saves weight and space.

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A full line of new improved trawl winches is available for bottom-fishing vessels.

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Attach this coupon to your letterhead and mail to your nearest Pacific-Western plant or office.

Gentlemen: Please send me the information requested by return mail.

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TITLE_____

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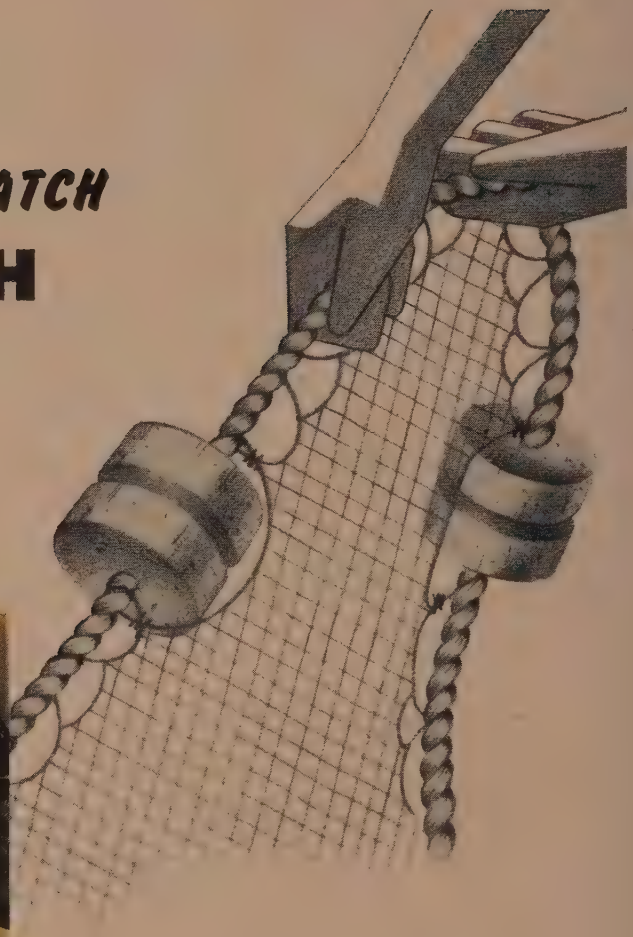
SOME ROPES CATCH
MORE FISH

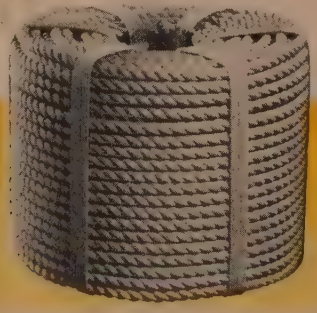


TUBBS
EXTRA SUPERIOR MANILA
CORDAGE COMPANY

Minutes and seconds count when the fish are running, so the fisherman whose boat, nets, and rope are reliable is surest to bring back a catch. (Many a haul has been lost by the delay of an ill-timed breakdown.)

Because you want dependability in the rope you buy, ask for Tubbs Extra Superior Manila. Among fishermen it's a name with an honest reputation for good service.

Tubbs Extra Superior Manila is supplied in all sizes, lays, and treatments required for commercial fishing.



TUBBS
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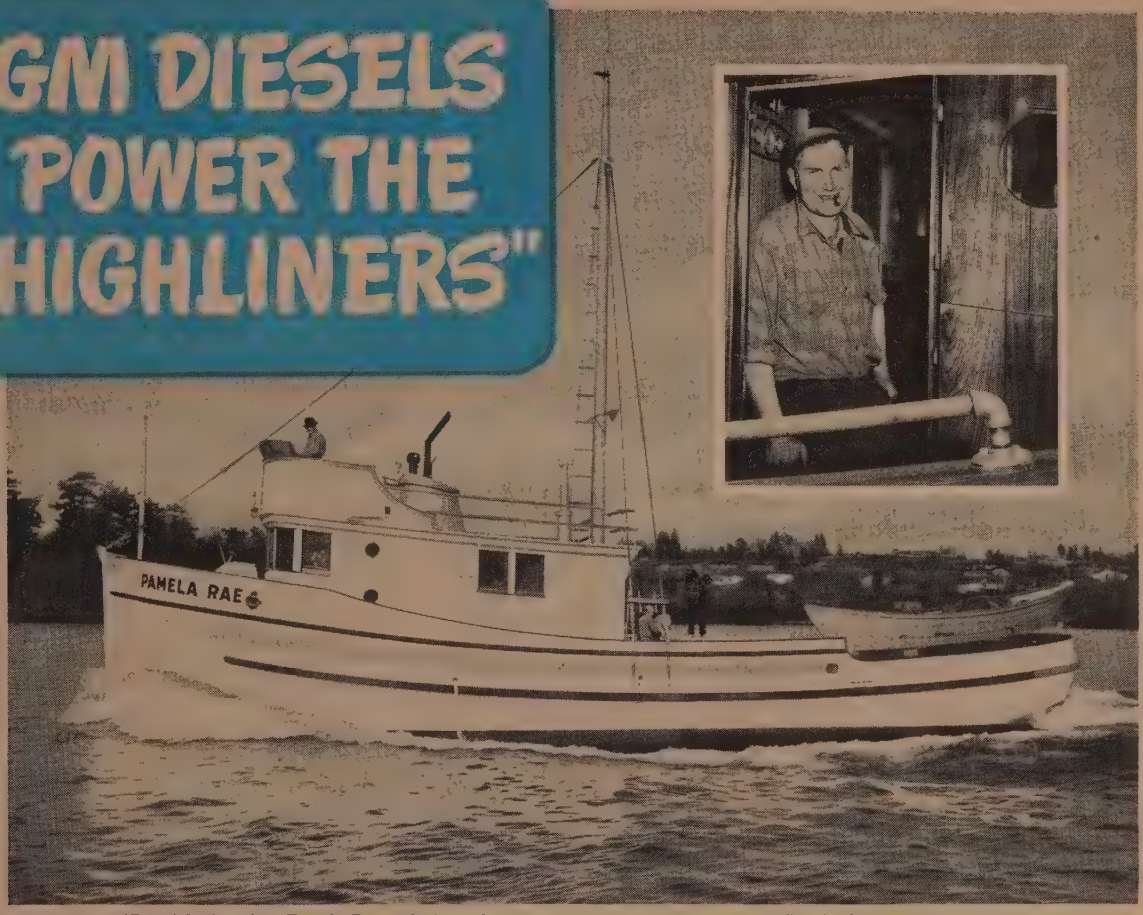
GM DIESELS POWER THE "HIGHLINERS"



57' x 16' 4" x 8' "Pamela Rae," built to the Alaska limit by Sagstad Shipyards, Seattle, has a pay load capacity of 55,000 lbs. of iced fish. A GM 6-71 Diesel turns a 50 x 32 wheel through 4.38 to 1 reduction gears.

HIGHLINER in its first halibut season, Capt. Magnus Martens' new boat "Pamela Rae" is one of the many new combination-type fishing vessels powered by a GM Diesel engine.

In trial trips before leaving for Alaskan waters, "Pamela Rae" did 8½ knots easily at 1600 RPM and 9⅔ knots at 1800 RPM.

Capt. Martens picked GM power for his new boat because of three years' satisfaction with another GM Diesel engine in the "Lorelei II" which he and his brother owned.

General Motors Diesel engines are the favorite choice of experienced fishermen because two-cycle operation makes them more compact, quicker starting, smoother and livelier, easier and more economical to maintain.

For the complete story of this modern two-cycle Diesel power, consult your local GM Diesel distributor or dealer, or drop us a line.

DETROIT DIESEL ENGINE DIVISION

SINGLE ENGINES... *Up to 275 H. P.* **DETROIT 28, MICHIGAN** MULTIPLE UNITS... *Up to 800 H. P.*

GENERAL MOTORS

GM DIESEL POWER

DIESEL BRAWN WITHOUT THE BULK

Evans Engine & Equipment Co., Inc.
SEATTLE 9, WASHINGTON

Modern Machinery Co., Inc.
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Crofton Diesel Engine Co., Inc.
SAN PEDRO, CALIFORNIA

Gunderson Bros. Engineering Corp.
PORTLAND 9, OREGON

West Coast Engine & Equipment Co.
BERKELEY, CALIFORNIA

Baker...

FIRST with the fleet's FINEST!

In ever-growing numbers, the finest of the Pacific's tuna clippers choose Baker for refrigeration. Among clippers recently commissioned are many equipped with the most modern of sharp-freezing and holding systems ever designed...

★ **CAROL VIRGINIA**
four 3½ x 3½ Baker Compressors

★ **CORONADO**
four 3½ x 3½ Baker Compressors

★ **ELENA**
three 3½ x 3½ Baker Compressors

★ **JENITA**
three 5½ x 5½ Baker Compressors

★ **LIBERTY**
three 6 x 6 Baker Compressors

★ **MERMAID**
three 3½ x 3½ Baker Compressors

★ **SCARLET QUEEN**
four 7½ x 7½ Baker Compressors

★ **STAR CREST**
four 3½ x 3½ Baker Compressors

THAT THESE PACE-SETTING CLIPPERS, and many others, are fitted with Baker Compressors is not a matter of coincidence. The reason is basic. Failure of refrigeration equipment to deliver at full-rated capacity while at sea means a serious loss that is hard to recoup. That is why, for many years, boat owners have specified Baker... for refrigeration that is economical and above all... dependable!

"Intentionally better since 1905"

Baker
AIR CONDITIONING and REFRIGERATION

Los Angeles: 351 South Anderson Street • San Francisco: 445 Bryant Street • Seattle: Northwest Baker Ice Machine Co., Inc., 1310 Airport Way • Portland: Northwest Baker Ice Machine Co., Inc., 932 Northwest Sixteenth Avenue

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ADAMS..the choice of experienced fishermen for generations!

THE NETTING WITH LASTING SATISFACTION

When buying netting fishermen profit by their past experience, that is why Adams has been the choice of experienced fishermen for generations, because they know that nothing is left to chance in the manufacture of Adams netting, the twine is always the best, the mesh is correctly sized and the knots are securely machine tied to firmly hold the heaviest loads. For greater production and profits do as experienced fishermen do—Buy Adams Netting.

ADAMS NET & TWINE COMPANY
701-703 W. SECOND ST., ST. LOUIS, MO.

ADAMS
Nets · Twine
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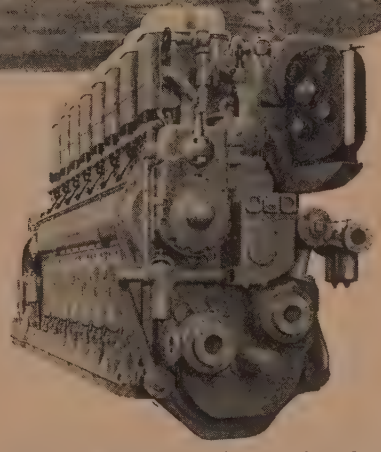
PACIFIC COAST DEALERS: SEATTLE MARINE & FISHING SUPPLY CO., Seattle, Wash.; Englund Marine Supply Co., Newport and Astoria, Ore.; Angelo D'Acquisto, San Francisco, Calif.; A. D'Acquisto & Sons, Monterey, Calif.; SEASIDE SUPPLY STORES, INC., San Pedro, Calif., San Diego Marine Hdw. Co., San Diego, Calif.

37,000 hours

— Not one hour lost through engine failure!

Since 1946, rugged and dependable Enterprise Diesels have carried these two top tuna clippers through 37,000 hours on the job—logging an equivalent of more than 16 times around the world—*without a single hour lost as a result of engine breakdown*. Periodic engine servicing has required a minimum of down-time for repairs, and few replacement parts.

Enterprise Diesels are constantly turning in similar records of performance and efficiency on all types and sizes of workboats, commercial and fishing craft. For long-run economy, specify Enterprise—the choice of marine power experts. Full information on request.



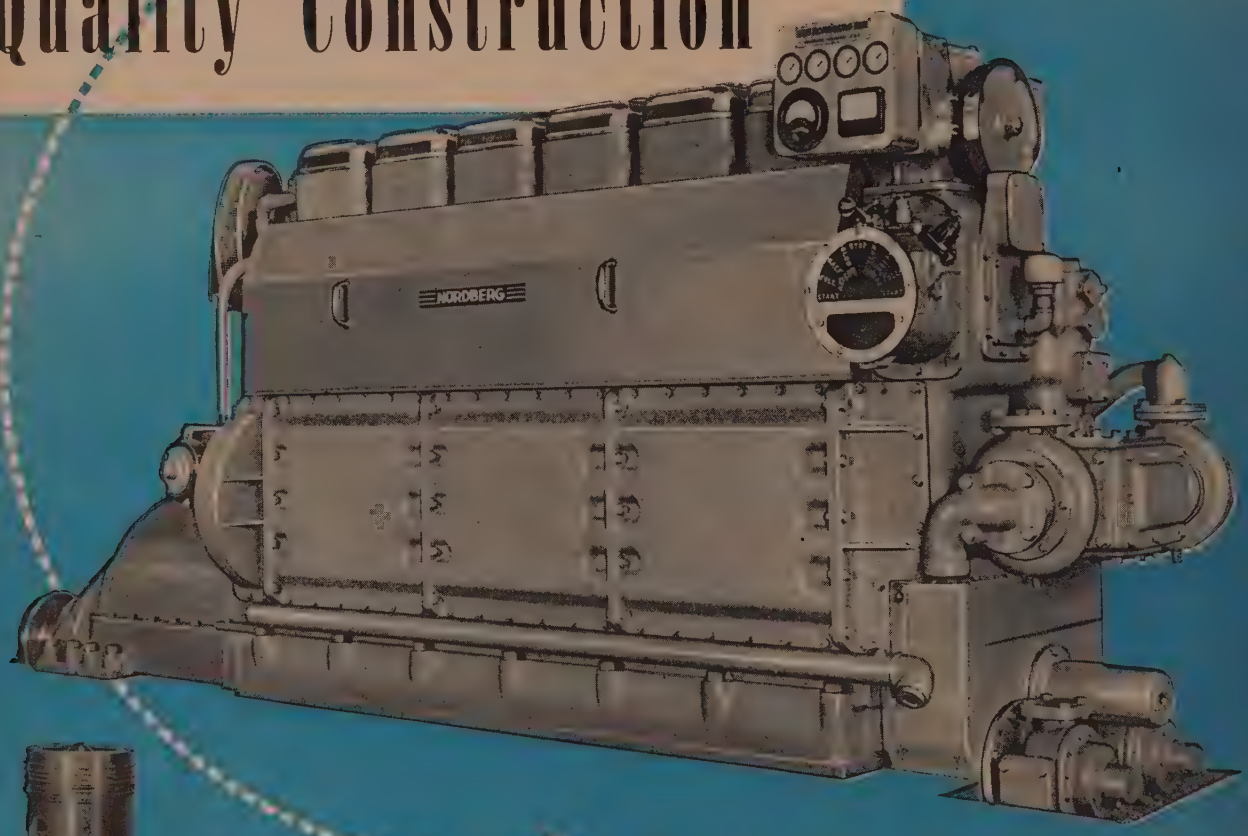
Main propulsion for the "Chicken of the Sea" is an Enterprise turbocharged Model DMQ-38, rated 1500 HP at 300 RPM, with two Enterprise 200 KVA auxiliary generator sets.

The "White Star" is powered by an Enterprise turbocharged Model DMQ-36, rated 1200 HP at 300 RPM.

ENTERPRISE ENGINE & MACHINERY CO.
A Subsidiary of General Metals Corporation
18th & Florida Streets, San Francisco 10, California
Offices in Principal Cities

Enterprise MARINE Diesels

Quality Construction



THESE PARTS, used in Nordberg four-cycle Diesels, are representative of the quality construction used throughout: Pistons are cast from a heat and wear-resisting alloy iron. Surfaces are specially treated for improved lubrication. Large diameter piston pins are free floating, precision ground and polished. Crankpin bearings have renewable steel shells lined with anti-friction metal.

Replaceable cylinder liners of close grained alloy cast iron assure long life and minimum maintenance. Full length water jackets with high velocity flow at the top reduces ring and liner wear.

SM549

the "Inside Story" of NORDBERG DIESEL *dependability*

TAKE a look *"inside"* before you decide which Diesel engine you buy . . . get the facts about the construction details that go to make up the over-all performance and dependability of *any* engine.

In the case of Nordberg Diesel Marine Engines, you will find quality construction throughout — every detail has been designed and built to give years of dependable, low-cost operation. For proof, we cite the enviable record established by Nordberg Engines in all classes of marine service, from small fishing craft up through large sea-going vessels.

Nordberg Diesels for main propulsion and auxiliary service are built in two and four-cycle types, in sizes from 10 to 9600 H.P.

NORDBERG MFG. CO. Milwaukee 7, Wis.

BEAUCH-SMITH A DIVISION OF NORDBERG

NORDBERG

DIESEL ENGINES

NORDBERG MACHINERY

If you need an extreme-service oil this one can save you money by reducing overhaul frequency

Shell Rimula Oil is a *super* heavy duty oil. It counteracts wear under *both* extremes—heavy loads and light loads. And it permits operation *without penalty* on lower-grade fuels.

In certain extreme conditions (see below) that even the best of the regular heavy duty oils couldn't cope with, Shell Rimula Oil cut engine wear rates as much as *90%*.

Results like that mean not only longer and more efficient service from an engine, but also a real money saving due to fewer overhauls. All told, Shell Rimula Oil has saved owners thousands of dollars in operating costs.

Shell Rimula Oil costs more, so there's no point in using it if you're getting satisfactory results from a regular heavy duty oil. But if your overhauls are coming too close together, it will pay you to look into this extreme-service oil. Study the chart below, and talk to your Shell representative.

HOW TO TELL IF YOU NEED SHELL RIMULA OIL

Engines operated under these conditions and lubricated with regular heavy duty oils frequently develop excessive wear and deposits. They must be overhauled often to keep them efficient. They are *expensive* to operate. Shell Rimula Oil was developed to overcome these very conditions—singly or any combination of them. If any of these conditions apply to your operation, better talk to your Shell representative about Shell Rimula Oil. It may save you real money.

DIESEL

EXTREME HEAVY LOAD
particularly on lower grade fuels

For example
TRACTORS IN CONSTANT USE AT PEAK LOAD

LOW JACKET TEMPERATURE
CONSTANT LIGHT LOADS
LOWER GRADE FUELS

For example
PUMPING ENGINES
MARINE AUXILIARY UNITS
STANDBY ENGINES

GASOLINE

LOW TEMPERATURE, LIGHT LOAD

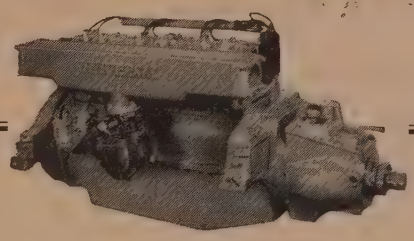
For example
DOOR-TO-DOOR DELIVERY SERVICE...OR SIMILAR OPERATION

It's smooth! It's powerful! —

THE NEW UNIVERSAL SUPER-SIX

130 and 145 h.p. models

Space saving—shortest in its class—only 45"



THE SUPER-SIX is Universal's newest addition to a family of 100% marine motors—every one **designed and built for the sea**—every model tested and proven in actual performance.

Look at the outstanding features built into the Universal Super-Six—finger-tip hydraulic reverse (optional equipment); 12-volt ignition standard; replaceable bearing shells; 7-bearing counter-balanced crankshaft; built-in hand sump pump; popular reduction drive ratios. All this, plus smoothest performance at all speeds! This year choose a new Universal 100% marine motor for your boat. Whatever model you choose, you can be sure of dependability, economy, and long life in your Universal.

Free! Write our Engine Department for your free copy of the 1951 edition of the Universal Handbook. Interesting descriptions and illustrations of all models, and lots of other useful information.

Over 20,000 quality marine items are distributed by Pacific Marine Supply Co., including the famous brands listed below

PLYMOUTH Ship Brand rope and twine
BARBOUR'S linen and GOLD MEDAL cotton netting
LUBRIPLATE marine lubricants
GOODRICH *Cutless* rubber bearings
FEDERAL propellers
JOE'S & S-N marine reverse and reduction gears
JABSCO and OBERDORFER pumps
UNIVERSAL motors & water-cooled light plants
JOHNSON outboard motors
WILCOX-CRITTENDEN hardware
WOOLSEY and DEVOE & RAYNOLDS marine paints, varnishes
CHAMPION spark plugs
GALLEY GAL and SKIPPY stoves
HALF-MILE and MILE-RAY searchlights
WILFRID O. WHITE and DIRIGO compasses
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BENDIX Depth Recorders
PYRENE and C-O-TWO fire extinguishers
A & P Approved life preservers
APEX marine batteries
MAXIM silencers

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A complete line of quality merchandise is maintained, with adequate stocks to assure prompt delivery—dependable service:

GOLD MEDAL cotton netting — **GOLD MEDAL cotton seine twine**
BARBOUR'S BEST fine linen gill netting — **PLYMOUTH SHIP BRAND rope and twine**
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PMS Since 1897

Pacific Marine Supply Co.

Quality Merchandise and Genuine Service

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PACIFIC FISHERMAN

June 1951

Salmon Tariff Slashed

Forty per cent reduction in the tariff on canned salmon was announced in May as the outstanding fishery-affecting duty decline negotiated at the Torquay reciprocal trade conference last fall.

News of the concession, negotiated by Canada, fell with a crushing thud on an American industry already battered by mounting costs and unrestricted fish prices, ceilings on selling, and the competitive pressure of tremendous tuna packs and imports.

The reduction, which is expected to come into force by the time any new-pack salmon becomes available, provided for reduction to 15% of the ad valorem duty on canned salmon, which has stood at 25% for many years.

Canada also conceded a reduction in the tariff on canned salmon entering that country from the United States, cutting it from 27½% to 15%, but this is regarded as an empty gesture, inasmuch as the U.S.-to-Canada trade in canned salmon is negligible.

American tuna and sardines suffered somewhat also in the matter of tariff concessions.

Duty on bonito and yellowtail valued at more than 9¢ per lb. with immediate container, was reduced from 21 to 15% in a concession to Peru. Benefit of this cut will be shared also by Chile, and any other country packing these tuna-like fishes.

Cheaper forms of sardines, valued at 18 to 23¢ per lb., had their duty reduced from 20 to 15%, while the usual type of sardines in ½-lb. cans were cut from 12½% to 10%. "Other" sardines and canned herring specialties had their duty halved from 12½% to 6¼%.

Norway was the negotiator and principal beneficiary of these concessions on sardines.

Duty on halibut liver oil was halved from 10% to 5%; and the duty on canned razor clams was reduced from 10% to 7½%.

Reduction in the duty on canned bonito reverses in some degree the action taken in 1950, when the duty on canned tuna in oil was advanced from 22½% to 45%.

The Canadian salmon canning industry naturally rejoiced in the reduction of the duty on its salmon entering the United States, inasmuch as this is expected to offset in considerable degree the loss of its former export market in the United Kingdom as result of the exchange situation.

Principal dollars-and-cents concession granted by Canada to American fisheries in the matter of tariff is expected to prove the cut from 20 to 12½% in the duty on frozen shrimp.

Active Clipper Fleet Again Pouring Tuna into California

Southern California's tuna clipper fleet, which resumed operations April 5 after a prolonged engineers and crews' strike, was in course of completing the year's first cycle of trips this month. It was estimated at San Diego that, by June 30 the 200-vessel fleet would have flumed around 30,000 tons or more.

Meanwhile the purse seine fleet had been steadily at work since early January, but without too much luck, although the tempo of netting operations had picked up in late spring. Too, imports of fresh and frozen tuna, mainly from Peru and Japan were 200% ahead of the same period last year, on May 1.

The Los Angeles-Long Beach district received the bulk of receipts during April's fishing, with a total of 5,440 tons delivered. This was made up of Yellowfin: 3,107 tons; Skipjack, 1,360, Albacore, 858, and yellowtail, 115. This included imports of frozen tuna.

San Diego received only 468 tons during April, one of its smallest months in history, this due, of course, to late sailings of the clipper fleet, which bases there. Of this total, 137 tons were Yellowfin; 331 tons, Skipjack.

Total pack for Southern California during April was 302,190 cases, and the northern district accounted for 273,728 cases.

The San Pedro purse seine fleet made 26 deliveries in April, unloading 2,118 tons, and by mid-May another 1,000 tons had been added. Frozen imports of raw fish were 1,656 tons, Yellowfin from Peru and 857 tons, Albacore from Japan, all delivered to the northern district. The mothership, *Oceanic V* unloaded more than 1,000 tons, mostly Yellowfin at Van Camp Sea Food's canneries at San Diego and Terminal Island.

On May 1 there were 174 clippers on the high seas and these were anticipated to deliver around 6,500 tons in May and 25,000 tons before the end of June. From all sources packers were expecting to process by July 1 approximately 40,000 tons.

A newcomer to the fleet, the 121′ steel clipper, *Challenger* arrived May 10, fishing enroute after passing through the Panama Canal from Avondale Marine Ways, New Orleans. Capt. Manuel Luz reported to his managing owner, Lewis Livesley, by radio he had a near capacity fare aboard of 220 tons. The fish was unloaded at French Sardine Company.

The new wood clipper, the 118′ *Mona Lisa,* Capt. Joe Correia, sailed from San Diego on her maiden voyage April 13. Another new one, the 120′ *Saratoga* from Tacoma Boat Building Company's yard, Tacoma, Capt. Manuel J. Luz, left the southern port for her first try, May 14. She delivered to French Sardine.

First clipper to report after the strike was Capt. Ed. O. Rose's *Sea Lady*. She arrived at High Seas Tuna Packing Company, April 6 with 95 tons.

How Tuna Industry Began In 1908 Revealed in Letter

A revealing historical document will be published in the July number of PACIFIC FISHERMAN—a letter written by the first man ever to market California canned tuna, and telling how the product first was canned and sold in 1908.

Written by the late S. W. Seeman, then head of Seeman Brothers, Inc., New York City food distributors, the letter tells of the beginnings of California tuna canning in 1908; of how the first tuna then was packed and sold.

The letter is an absorbing historical document, disclosing how the tuna industry—which produced 9,368,844 cases in 1950—had its beginnings 42 years before.

Cannery Salmon Ceilings Abandoned

Abandonment of its program for fixing ceiling prices at the fisherman level for Alaska salmon intended for canning was announced by the Office of Price Stabilization at presstime for this issue.

Limit on such prices had been for months the keystone of the O.P.S. plan for control of salmon costs, and consequently of prices.

In making the announcement of its reversed position, O.P.S. said that contracts between canners and fishermen had already been negotiated in some instances, while others were being discussed. In view of this fact, and because O.P.S. had not been able to act, it decided to abandon its efforts to ceiling the price of fish for canning.

The official release announcing the change in position said O.P.S. would "not permit further increases in canned salmon prices over those frozen by the January General Ceiling Price Regulation." (Alaska salmon comes outside the scope of current Regulation 22, which exempts products of territories.)

The release goes on to say that O.P.S. may, "as this year's catch progresses, undertake to lower canned salmon prices if anticipated production is forthcoming."

Coast Conferences Held

Almost coincident with the announcement of the reversed position on the pricing of salmon for canning, W. C. Eardley, chief of the fish section of O.P.S., arrived in Seattle, his "home town," to confer with the canned salmon industry advisory committee of O.P.S. on the agency's proposals for canned salmon ceilings.

Later he met with a "task force" or informal industry committee representative of the salmon industry, canned and cured, fresh and frozen, of the Pacific states, exclusive of Alaska. This discussion hinged on possible steps, and their desirability, with respect to the prices of salmon products in these branches.

From Seattle Mr. Eardley went to Monterey to discuss ceiling prices on canned squid and sardines; later going to Southern California for further, but informal, conferences.

Frozen Decontrol Impends

At presstime of this issue it was felt confidently that the order decontrolling frozen fish was due for imminent approval, and the order would be issued before the end of May.

The order, as finally written, and as it was approved by O.P.S. Assistant Director Phelps, decontrols all frozen fish, *including salmon, tuna and shrimp.* Originally it was proposed to retain control of these species, due to the complications resulting from the occasional use of frozen fish for canning.

Calif. Senate Votes Change in Fish & Game

The California Senate voted 28-0 last month to take administrative powers away from the Fish & Game Commission and place them in the hands of a new state department of Fish & Game.

The Fish & Game Commission would remain a "policy-making body," according to Sen. Charles D. Brown, author of the bill. The bill provides for the appointment by the governor of a director of Fish & Game at a salary of $12,000 per year, with full powers of a state department director.

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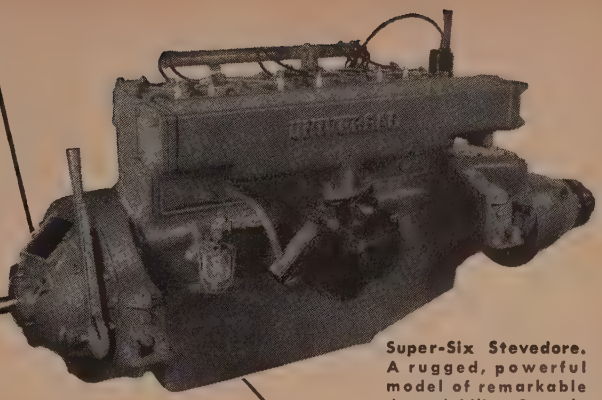
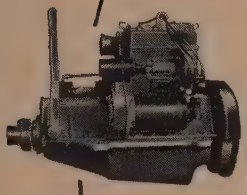
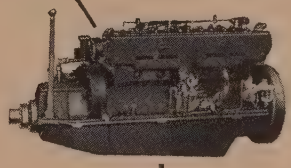


Super-Six Stevedore. A rugged, powerful model of remarkable dependability. Smooth, will idle all day at 400 r.p.m., 130 h.p.

Profit by the famous Dependability of a UNIVERSAL 100% MARINE MOTOR

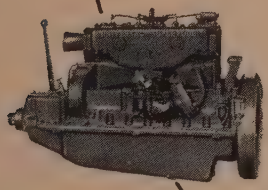


Blue-Jacket Twin. Always a favorite for small boats because of its real economy and lasting performance. 12 h.p.



Cruiser Six. For real economy and more years of hard work, this is the model for you. 90 honest h.p.

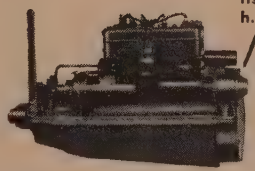
Fisherman. Amazing economy (2 quarts gas an hour) plus unbelievably long life, are the reasons fishermen prefer this 8 h.p. Universal.



Super-Four. This husky four of big power is tops in its class. You'll spend less to operate and maintain this 50 h.p. 100% marine motor.

Universal 100% MARINE MOTORS

Above All—*Dependable*



Utility Four. World's most famous, fastest selling 4-cylinder 100% marine motor. Unmatched for dependability. 25 h.p.

If your boat calls for an engine up to 145 horsepower, you can have *true marine power* . . . a Universal. Today, the Universal line includes more models than ever before!

Whatever Universal model you select—from the 145 h.p. Super-Six to the 8 h.p. Fisherman—you *know* you're set for long years of faithful, low-cost service.

You get better idling in a Universal, smoother power over the entire range. There's greater operating economy; less maintenance is required. And there is Universal's exclusive 21-year parts service to keep your motor always performing at peak efficiency.

Yes, you *do* get far more value when you buy a Universal—because these are genuine marine motors—*built for fishing service.*

Universal Motor Co.

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The HEART PROBLEM of Conservation

Generalized map of Southeast Alaska, showing the distinct division between the northern and southern regions, and how the runs to the northern division are dominantly early, while those in the south tend toward late spawning. Despite this fact, the regulatory seasons for Pinks in all Southeast Alaska run concurrently, perhaps missing much of the run in the northern division.

"Control of the intensity of utilization of a salmon fishery, both as to time of season and distribution over the races making up the run, is the Heart Problem of Conservation—never forget it."

In this sentence Dr. W. F. Thompson, director of the Fisheries Research Institute, summed up conclusions drawn from data presented to the salmon industry at the Research Conference held in Seattle in connection with the 14th Annual Salmon Cutting.

The research report, in which Dr. Thompson led members of his staff, sought to show the conference something of "one of the fundamental vistas" opening to F.R.I. research, elaborating a thesis which Dr. Thompson states scientifically as:

"Demonstrating the relationship of independent races in salmon runs, their occurrence in nature, and their distortion by the fishery and by regulation."

He evaluated the data by saying they present "a picture of mingled proof of harm, but of *proof also that harm can be corrected and the runs maintained.*"

Three Projects Support Race-Run Relationship

Reports from S.R.I. staff specialists for the Institute's three projects —Bristol Bay, Kodiak Island and Southeast Alaska—presented facts from their data to demonstrate the common application of the broad thesis throughout the salmon fishery, whether on Bristol Bay or in the Alexander Archipelago, whether for Red salmon or for Pink.

These data showed how a run of salmon is composed of numerous races, inextricably intermingled in the sea and in the spawning migration, as are the strands in a rope; and how segregation reaches completion only in the spawning stream.

Dr. Thompson showed how certain races in the run may be discriminated against by faults of fishery and of regulation. In regions where the duration of the run is long and the fishery confined by open seasons to the period of the peak, he demonstrated the development of a "saddle" in the curve of seasonal abundance, where the heavily-exploited peak period runs are reduced while the early and late runs are sustained. This is *seasonal discrimination* against the peak-period runs, that constitute the most valuable heart of the run as a whole.

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And when it comes to Color, the Schmidt Direct Color Process is the direct route to sales-making realism. It's direct...from product-to-printing plate-to-printed sheet.

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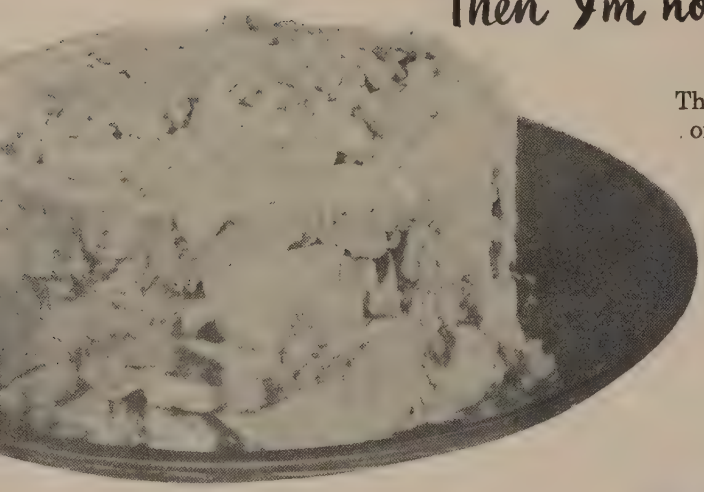
SAN FRANCISCO · LOS ANGELES

"What! No color?

"Then I'm not hungry!"



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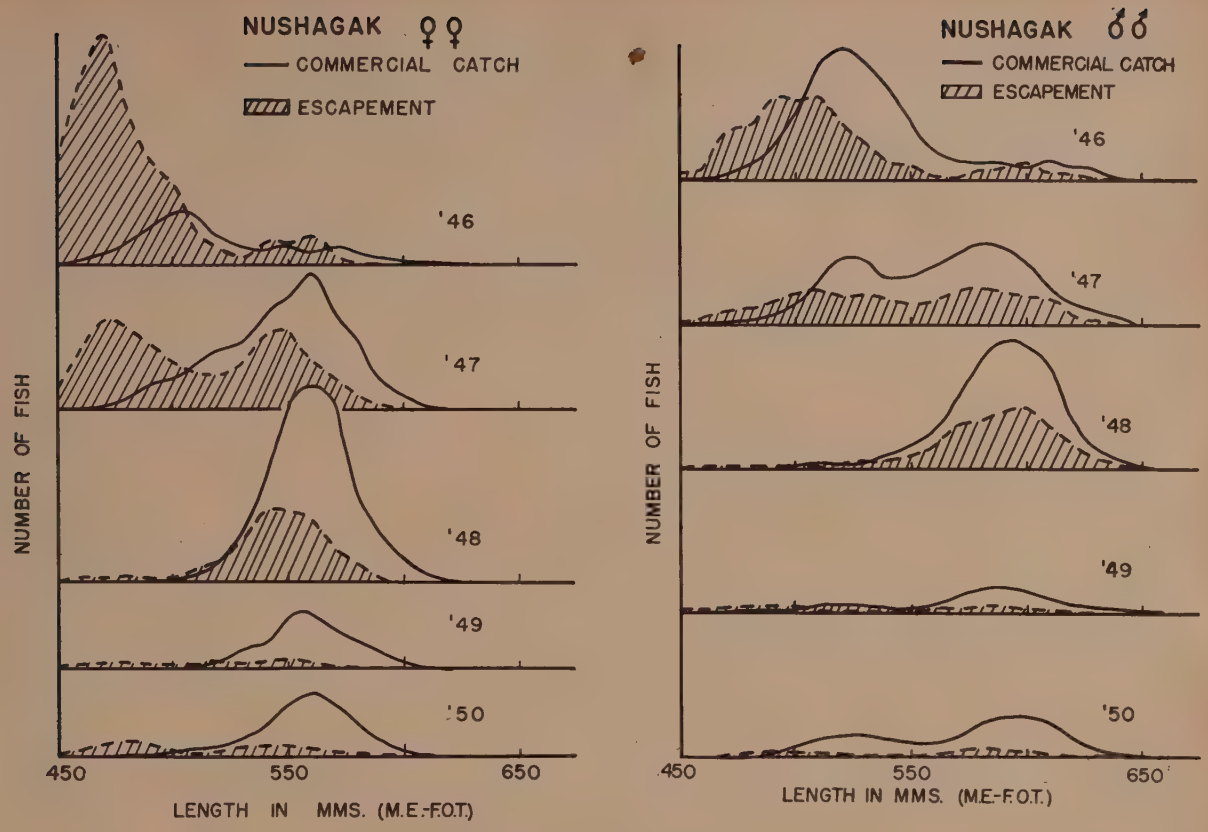


These charts show the lengths of females (left) and of males (right), and their numbers in the catches and escapements—combining to compose the runs—of the five years of the cycle culminating in 1950. Note the enormous escapement of small females in 1946, and how few were taken by the selective gillnets. Note also that the males of that year were small, but that a larger proportion were taken. The two distinct size categories of races in the 1947 run is evident. Note that the smaller group of females almost entirely escaped, while the fishery took the larger fish. The 1948 run was composed of large fish, in a size against which the nets were very effective.

Selectivity of Gear Upsets Old Concepts

In the short northern runs, such as those of Bristol Bay, where the races all enter the fishery at nearly the same time, discrimination comes from the selectivity of gear. This is made possible because the races differ in the size groups or ages which enter each year of the five-year cycle. At the 1951 Research Conference Dr. Thompson presented data continuing that of 1950 (PACIFIC FISHERMAN, April, 1950) in showing the selectivity of the gillnets used there. The facts demonstrated plainly that even the 5½" minimum mesh provided by regulation takes a disproportionate share of the races whenever large fish occur in the Bristol Bay run.

But this mesh size also takes a larger share of the males, which is a desirable thing, as shown in the 1950 conference. Also, the 5½" mesh does allow a very large escapement in years when the fish run to small sizes, as they seem to do in certain years of the five-year cycle.

"The selectivity of the Bristol Bay nets tends to over-fish some races and under-fish others, both wastefully, and this could be said in modified form of any single mesh size," said Dr. Thompson as he went on to emphasize that new appreciation of this factor of the selectivity of gear required a new basis, which the Fisheries Research Institute has now adopted, for Bristol Bay studies of age and cyclic changes in abundance. Such studies are being conducted on new standards of sampling. Former sampling has been based on the commercial catch, made with selective gillnets, and can no longer be accepted as truly representative of the run as a whole, composed as it is of the *catch* plus the *escapement*.

Dr. Thompson was aided in the presentation of his report discussed here as "The Heart Problem of Conservation" by the following members of the Fisheries Research Commission staff:

Administrative Assistant—Robert L. Burgner;

Bristol Bay—Ole A. Mathisen, project leader; Richard Charlton, Rae E. Duncan, John R. Gilbert, Richard W. Kautz, Swei Yen Koo, Joseph W. McRae, Richard Thompson.

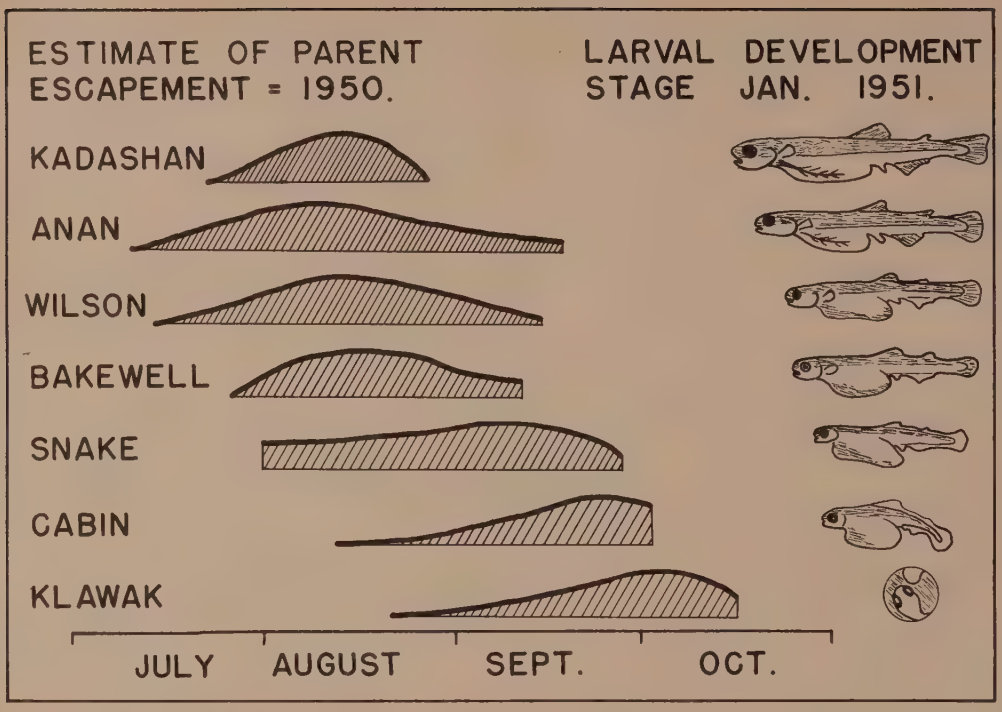
Kodiak Island—Donald E. Bevan, project leader; Allan C. Hartt, Charles E. Walker, Wallace H. Noerenberg.

Southeast Alaska—Leon A. Verhoeven, project leader; John Wilson Martin, Thomas E. Coulton, Edwin S. Iversen, Julius Rockwell, W. L. Sheridan, Howard D. Smith, Clinton Stockley, S. D. Swanson, Frederick V. Thorsteinson.

"Work With Nature, Not Against Her"

Summing up the data on Bristol Bay, Dr. Thompson said:

"1. The run is composed of individual races, differing in size and age composition for the various lake systems, and even for the several lakes composing



Showing the accelerated growth of larval Pink salmon produced by early-spawning races, as compared with late-spawners. Note that the Kadashan Creek escapement occurred almost entirely in August, perhaps passing through the area of fishery before the season opened; and that of Klawak came late in September and into October, after the closure.

them. Each lake seems to have its own cyclic survival pattern, and to possess a distinct quotient of productivity.

"2. The selectivity of gear hits the races unevenly, discriminating against some and in favor of others. In general, this favors the early years of the cycle and overfishes the late ones; favors the lower lakes, and discriminates against the higher ones.

"3. We must control and smooth the intensity of utilization; must work with Nature, not against her. We should use her discards, not her best seed; should breed the stock from normal fish, not from abnormal variants."

The Kodiak data demonstrated similar facts, confirming the primary thesis by showing:

1. The Karluk run is composed of distinct, independent races, which differ in time of appearance of the spawning migration, in size and age of fish, and in choice of spawning ground.

2. The distinct races are discriminated against unequally by the commercial fishery, and protected unequally by the regulations.

3. The section of the run that contributed most at the start of the fishery is discriminated against to the greatest degree.

Control of Racial Utilization Essential

The Southeast Alaska data were exceptionally comprehensive and conclusive, showing not only:

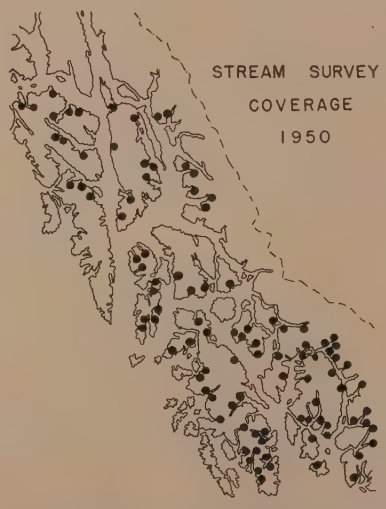
1. That there are groups of races within each major division of Southeast Alaska which confine themselves to those divisions;

2. That these races are mingled in the catch in these divisions, moving at random to-and-fro;

But also that:

3. There is a partial segregation according to time of run, early or late;

4. These time-segregated races go to different types of streams, with early or late spawning runs.



Locations of the detailed stream survey projects carried out by the Fisheries Research Institute in Southeast Alaska in 1950, and on which much of the data present here were based. Coverage is general save for Baranof Island and the west coast of Chichagof Island.

The peculiar division of Southeast Alaska runs—early in the north, late in the south—and the elimination of the former divided seasons in favor of the present consolidated fishing period was presented, bringing Dr. Thompson to a restatement of the conference thesis in these words:

"The fundamental problem of control in Southeast Alaska is that of proper application of the closures to the several races in the complex composing the runs.

"This admittedly difficult because of the intermixed races, the random movement of the race in the migration and gradual segregation of the races only as they enter their home streams. It is difficult, but we must understand how to control intensity of fishing in order to use the races independently, and in such a way as not to damage them."

Physical Conditions Studied

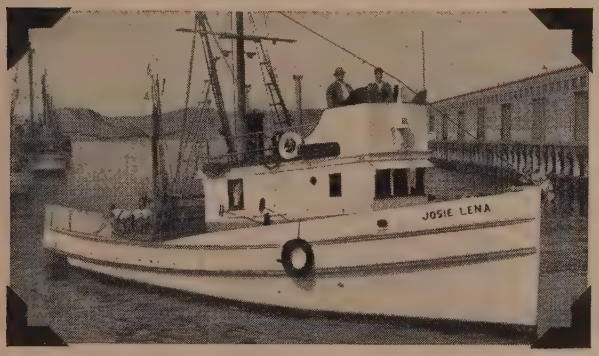
Importance of learning the effect of varying physical conditions upon

STANDARD ENGINEER'S REPORT

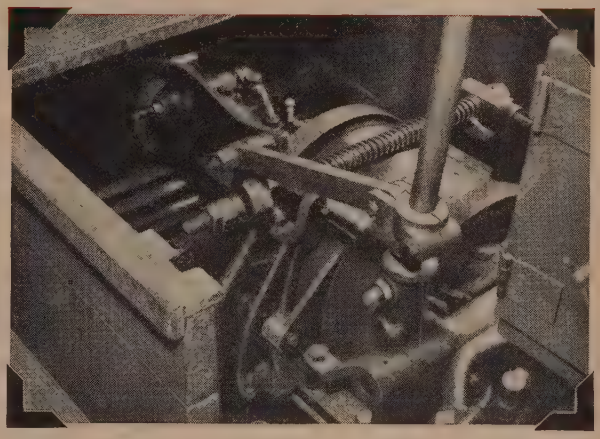
DATA

LUBRICANT RPM Gear Lubricant (comp.)
UNIT Fishing boat-"Josie Lena"-52'
PART 60 H.P. Atlas Diesel engine
CONDITIONS Reverse gear-self-lubricated
OWNER Fish high seas-Albacore + shark off California + Mexico Coasts
Joseph Piazza-San Francisco

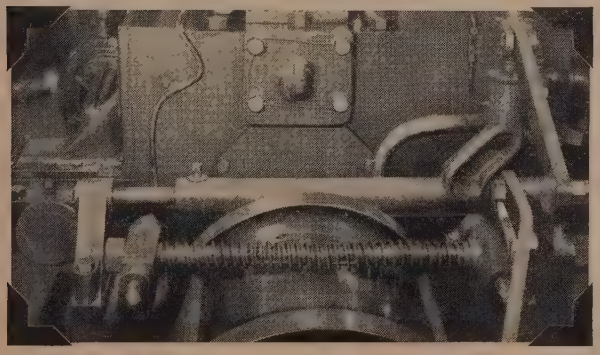
No transmission gear expense in 10 years of work!



IN FOUL AND FAIR WEATHER, the Josie Lena has fished in the Pacific for 10 years. She makes regular trips around the windy Santa Barbara Islands and in the path of tropical storms down the Mexico coast.



LUBRICATED WITH RPM GEAR LUBRICANT (COMPOUNDED), not one gear in her transmission has ever been replaced and all were in "perfect" condition when recently inspected. Lubricant is drained and replaced only yearly . . . about one quart a month added.



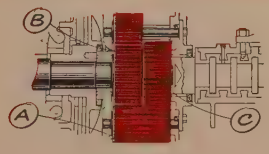
"OUR GEAR UNIT HAS GIVEN US NO TROUBLE," says Mr. Piazza, owner. "After 7 years of use we opened it up to check the cooling system. The gears were in perfect condition, so we put them all back in."

STANDARD TECHNICAL SERVICE checked this product performance. If you have a lubrication or fuel problem your Standard Fuel and Lubricant Engineer or Representative will give you expert help; or write Standard of California, 225 Bush Street, San Francisco 20.

RPM

TRADEMARK "RPM" REG. U. S. PAT. OFF.

How to Cut Upkeep Costs on Self-Lubricated Marine Transmissions



Compounded RPM Gear Lubricant in marine transmissions will prevent excessive wear and loss of lubricant from leakage. It comes in viscosity grades to meet all conditions.

A. Contains foam inhibitor — prevents retention of air whipped into lubricant by gears and building up of pressure.
B. Oiliness compound helps provide tough lubricating film — withstands shock and overloads and prevents wear.
C. High resistance to oxidation prevents deposits; assures lubrication in extreme temperatures.

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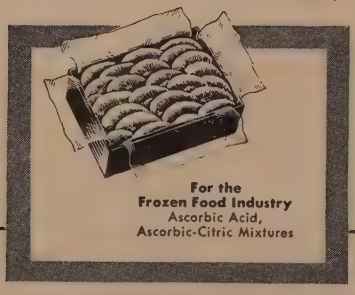
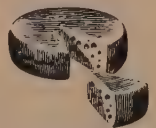


For the Frozen Food Industry
Ascorbic Acid, Ascorbic-Citric Mixtures



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For the Milling Industry
Bi-Cap® Enrichment Concentrates

For the Baking Industry
Enrichment Wafers, Cream of Tartar

For the Feed Industry
Bi-Con Feed Supplements

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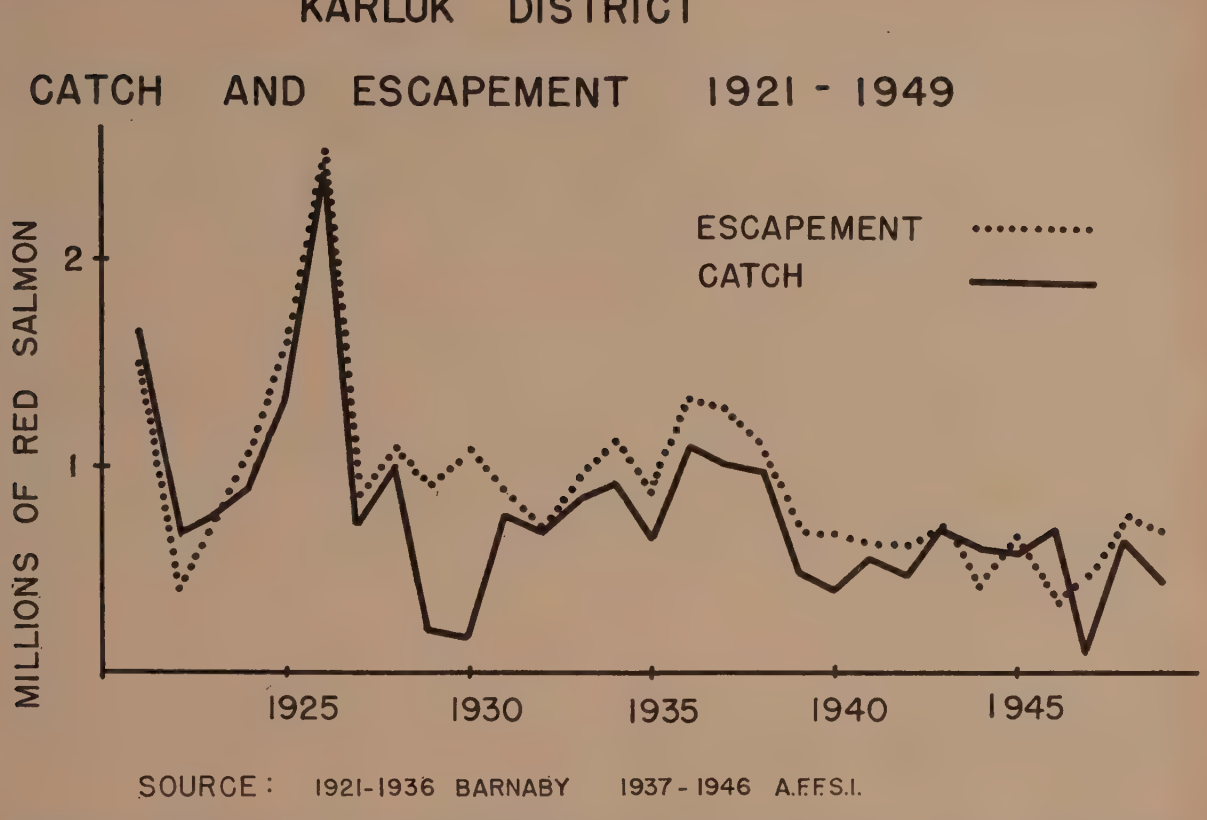
425 North Michigan Avenue, Chicago 11, Ill.;
605 Third Street, San Francisco 7, Calif.



THE ENIGMA OF KARLUK: The graph shows the perplexing downward trend of the Karluk Red salmon runs despite the fact that, in compliance with the dictates of the White Law, the escapement and the catch at Karluk have been held closely parallel by means of a counting weir. Although more than 50% of the run has consistently been allowed to escape to spawning grounds, the run has continued to decline. The lack of correlation between the escapement and cyclic run also is evident.

propagation, and upon the productivity of streams was emphasized and Dr. Thompson's Southeast Alaska project staff explained in some detail portions of the work it is doing, such as:

1. Determining the effect of early and late spawning and of temperature on development of larvae.
2. Studying the effect of stream velocities on movement of gravel.
3. Effect of salinity on development of spawn in the intertidal zone.

Research and Reports Meeting Highest Standards

In introducing his report to the industry, Dr. Thompson emphasized the informal character of the presentation and the fact that the topic under report concerned only one of the vistas of research currently being explored.

"The Salmon Research Institute holds its studies to strict scientific standards, and in the fullness of time will make reports meeting in all respects the requirements of scientific literature.

"The *effectiveness* of our work depends upon its *acceptance* by science. This demands compliance with the highest standards of research, and of its *presentation* in formal reports worthy in all respects of becoming a part of scientific knowledge.

"We progress, and along the lines indicated by the facts found, tested and proven. We progress according to *fact*, as one fact leads to another, not according to a generalized program prepared years in advance.

"We do not know where we are going, because we do not know where the facts will lead. We know only that we are following the facts; that we are free to follow them—and that we are making progress."

B.C. Fishermen and Packers Argue Prices

British Columbia salmon canners had their first price conference with fishermen in mid-April, but during the first week in May the two groups had failed to reach an agreement.

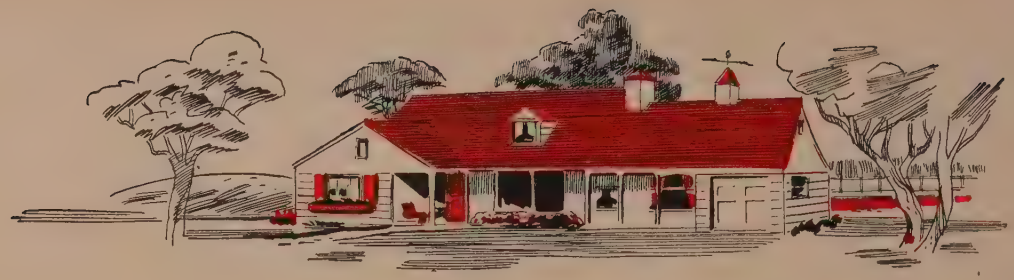
The packers' offer ranged from about ¾¢ for Pinks and Chums to 2¢ for Coho and Sockeye over the 1950 minimum rate. Representatives of the fishermen said they would not consider any price scale which included a differential for Pinks and Chums in various areas of the coast.

The offer by the packers was as follows: Sockeye, all areas, 22¢ per lb.; Coho, 16¢; Pinks, Johnstone Strait, 8¢; central northern, 7¾¢; Queen Charlottes, 7½¢; Summer Chums, Johnstone Strait, 6½¢; Central Northern, 6¼¢; Queen Charlottes, 6¢.

For Chums caught after Sept. 1, operators did not feel ready to name a price until the effect of price control in the United States market was sufficiently studied.

Early in April the fishermen made a preliminary proposal for salmon prices before the operators. These prices were as follows: Sockeye, 30¢; Coho, 26¢; Pinks, 15¢; Chums, 11¢. The Fall Chum price asked for Johnstone Strait after Sept. 1 was 18¢, but the demand for Fall Chums in other districts was not stated.

Fishermen claimed that Puget Sound fishermen were asking these prices and that the same should apply in British Columbia.



FISHERMEN TRUST *Gold Medal Netting* TO HELP BUY THE HOME THEY'VE ALWAYS WANTED . . .

It's the fish your nets *hold* that mean good fishing, good pay and all the good things of life you and your family want. And that's why successful fishermen all over the country have depended on Gold Medal Netting for well over 100 years.

Ask your supplier—ask your friends—they'll all tell you there's no finer netting than Gold Medal.

GOLD MEDAL
The greatest name in netting

GOLD MEDAL NETTING means controlled production in our own plants, from the bale of cotton to the finished netting. This is your assurance of dependable quality.

Gold Medal Netting

Makers of Fine Netting for 109 Years

THE LINEN THREAD CO., INC., 116 New Montgomery St., San Francisco 5, Calif.

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Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Cincotta Bros., San Francisco and Monterey • Marine Hardware Co., San Pedro and Terminal Island • Nuttal-Styris Co., San Diego • Cia Exportada del Sur, S. A., Guaymas, Sonora, Mexico.
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GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

Other Netting Products: AN&T Coy Linen Gill Netting • Gold Medal Sea Island Cotton Gill Netting • Plymouth Rope • A Complete Line of Netting Accessories.

Sturdy Dependability plus Beauty In Clipper "MONA LISA"

In the tuna fishing fraternity, a Martinac nameplate on a tuna clipper has become a symbol of sturdy dependability from stem to stern—the hallmark of a vessel expertly designed and soundly built, with the built-in stability and seaworthiness so characteristic of all Martinac-built fish boats.

Such a vessel is the new tuna clipper *Mona Lisa*. Built for John Correia and Associates, she sailed for her home port at San Diego late in March under the command of Capt. John Correia, Jr.

The *Mona Lisa* is every inch a fishing vessel, a splendid example of Martinac boat building experience and know-how as expressed by Joe and his son Joe "Bud" Martinac. She's an 118-footer, 26′ in the beam and 13′ 6″ deep.

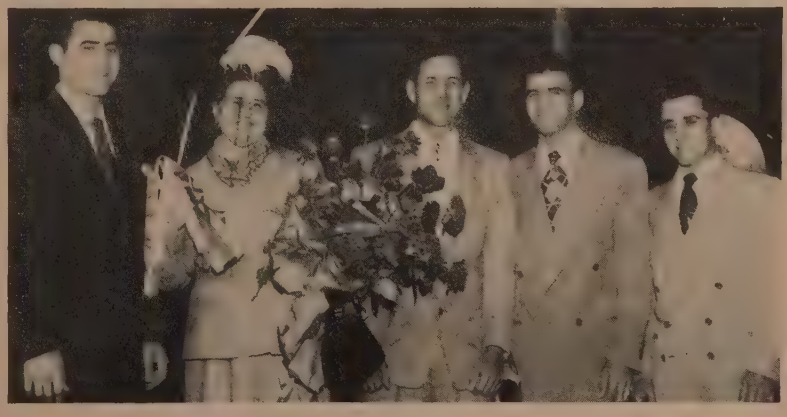
Propulsion power in the craft is an 8-cylinder, 12″ x 15″ direct-reversible Superior diesel, from the National Supply Company, which delivers 615-hp. at 450 rpm. For auxiliaries she has two 150-hp. General Motors-Cleveland diesels, driving 100-kw., 125 kva, A.C. Westinghouse and Delco generators. Ingersoll-Rand air motors are used to start the Cleveland diesels. The engine room is protected by five bottles of Kidde CO_2.

The clipper's big Superior diesel turns a Coolidge propeller on a Monel tail shaft turning in a Goodrich cutless rubber bearing. A large Wixkuler heat exchanger, manufactured by the Wix Cooler Company, Seattle, is used on the Superior, while smaller Wixkuler heat exchangers and oil coolers are employed on each of the GM-Cleveland diesel auxiliaries.

230-Ton Cargo Capacity

With a refrigerated cargo capacity of 230 tons of tuna, the refrigeration system on the *Mona Lisa* carries capacity-plus. Twin 5″ x 5″ duplex compressors and one 6″ x 6″ compressor refrigerate the vessel's ten cargo wells in the hull and her three

Principals at the *Mona Lisa* launching, left to right: Joseph Correia, Jr., skipper of the new clipper; Mrs. Joseph Correia, Sr., the sponsor; Joseph Correia, Sr., Harry Carvalho and John Carvalho, part owners of the vessel.



"Wiki-Wiki" means Profit-Quickie!

Quick-quick! That's what "Wiki-Wiki" means in Hawaiian. But in any language she spells QUICK-PROFIT FISHING!

She's a big, husky 42 ft. landing barge, converted by E. W. "Pat" Simmons, San Francisco. Crew: 4; fish-cargo capacity: 6 tons; **SPEED: 10.5 M.P.H. WITH A THREE CYLINDER 30 H. P. MODEL 3JPM LISTER-BLACKSTONE!**

Says Skipper Simmons: "I find my Lister-Blackstone Diesel very economical and easy to service. It burns only 1.4 gallons of fuel per hour at full throttle. The 15:1 compression ratio for normal operation and 19:1 ratio for trolling and low speed make this engine ideal for my type of work. Burns all fuel clear and clean, and slows down to 250 r.p.m. with the high compression ratio"!

Here's why keen buyers like Skipper Simmons are going all-out for economical Lister-Blackstones:

They Last • Low Prices • Ample Spares Laid Down Locally • Coast-to-Coast Dockside Service • Good Delivery

3 to 480 H.P., propulsion, auxiliary and stationary. Write us your requirements NOW!

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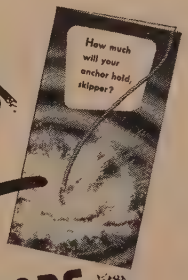
NEW PROOF THAT "DANFORTH ANCHORS HOLD BEST"



The U. S. Navy and British Admiralty adopted the Danforth Anchor after hundreds of tests . . . yet Danforth continues to have all types compared under service conditions by impartial engineers. The latest test results are given in our folder "TD" — write for it! Both tests and actual experience show that DANFORTH ANCHORS HOLD BEST . . . HANDLE EASIEST . . . TAKE HOLD INSTANTLY . . . COME UP EASILY AND CLEAN on a *vertical* pull. It's time to get your DANFORTH now!

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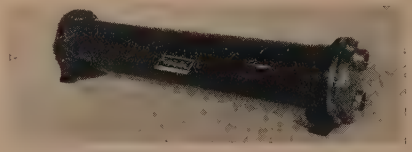
Large WIXKULER for 650-hp. Tuna Clipper

Standard in the Tuna Clipper Fleet. WIXKULER Heat Exchangers for main diesel engines or auxiliaries, range, 20 to 800-hp. Larger sizes to order.



5-ton WIXKULER Freon Condenser
Compact, 7½" x 30"

WIXKULER Freon or Ammonia Condensers for all types of refrigerated fish boats.

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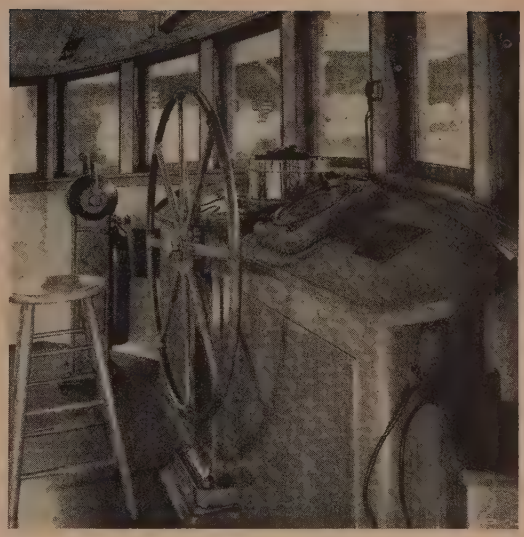
Pasadena 8, California

refrigerated bait tanks on deck. There is a 3″ x 3″ compressor for refrigerating the galley and ships stores.

Two big Fairbanks-Morse vertical bait pumps, driven by 30-hp. motors, team with 14 Jacuzzi brine circulating pumps, each 2½″ x 3″, and each driven by 2-hp. motors, to give the *Mona Lisa* a faultless and dependable bait water and brine circulating system.

The U. S. Electrical motors for the ammonia compressors, the Master motors for the anchor and cargo winches, the Jacuzzi pumps, the Wixkulers and the Cutler-Hammer controls used on all the motors, were supplied by the Star Machinery Company, Seattle.



In the pilot house of the *Mona Lisa*, a Sperry electro-mechanical steering system, with a Sperry magnetic compass pilot and Sperry steering stand, provides efficient automatic steering. On the dashboard is a 1,-000 fathom Fathometer. Immediately aft in the chart room, is the vessel's 500-watt Pacific Electronics radiophone and CW communications set, Intervox direction finder and radar equipment.

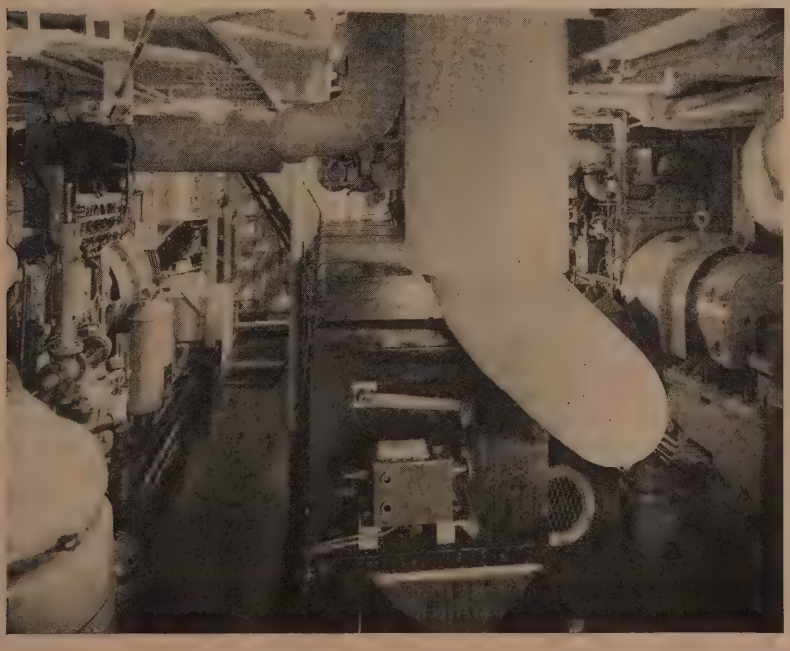
Well-Equipped Pilot House

Up in the pilot house of the *Mona Lisa* is a Sperry electro-mechanical steering system with a Sperry magnetic compass pilot and Sperry steering stand for automatic steering. At the extreme after end of the shaft alley is a Sperry electric steering engine by which the clipper is handled.

Sounding to 1,000 fathoms is provided by a Fathometer supplied by the Submarine Signal Division, Raytheon Manufacturing Co. Other navigational aids include a Raytheon radar modified to meet FCC specifications by the Electric Service Co., Seattle; a Pacific Electronics radiophone and CW communications set, with National receiver; and a DF-11 Intervox direction finder.

The galley of the *Mona Lisa* is the pride and joy of Capt. Joe Correia, Jr., and his crew of thirteen. First of all there's the big electric range of stainless steel, built by the Tacoma Range Co. Drainboards and sink are of tile. Food in plenty is assured by a 500 cu. ft. walk-in day box and a 350 cu. ft. walk-in freezer. The galley floor is of magnesite.

The big 8-cyl., 12″ x 15″, direct-reversible Superior diesel, which drives the *Mona Lisa*, delivers 615-hp. at 450 rpm. The main propulsion engine is flanked by two powerful 150-hp. General Motors-Cleveland diesel auxiliaries, driving 100-kw. Westinghouse and Delco generators. Ingersoll-Rand air motors are used to start the diesel auxiliaries.



Parker paints cover and protect the *Mona Lisa,* topside and bottom.

The vessel's tuna tender, powered by a Chrysler Crown, was built by Driscoll Brothers, San Diego.

The trial trip of the clipper on March 24 was a "stag" affair and, almost without exception, the suppliers of the vessel were on hand to see her put through her paces. Among them were Fred Hudson and Ned Gough, National Supply Co., Seattle; Sterling Baltes, factory man, General Motors-Cleveland Diesels; Bill Ean, Fairbanks-Morse & Co., Seattle; A. C. "Chet" Dalgleish, Sperry Gyroscope Co., Seattle; Ed Broz, Hansen & Rowland, Tacoma; Paul C. Kauffman, Northwest Instrument Co., Seattle; John T. Savage, Coolidge Propeller Co., Seattle; Bill Joslin, Star Machinery Co., Seattle; Al Henderson, Pacific Electronics, San Diego and his father-in-law Charlie Bailey, of Todd's Shipyards, Seattle; Lee Pratt, Electric Service Co., Seattle; C. G. Gilliard, Parker Paint Co., Tacoma; Fred Hansen, insurance, Tacoma; Al Cole, Kazulin & Cole Shipbuilders, Tacoma; Glen Sutherland, Pacific Electronics distributor, Seattle; J. M. Martinac, J. S. "Bud" Martinac, Fred Borovich, Ted Ulsch, Bob Norwood and others of the yard's staff; and Joe Correia, Jr., skipper, George Hamlin, engineer and Johnny Carvalho, assistant engineer, of the *Mona Lisa.*

Other prominent guests, who went along for the ride, were C. A. Erdahl, Commissioner of Public Utilities, Tacoma; C. R. Maiben, publicity expert and father-in-law of "Bud" Martinac; and Jim Hayes, Tacoma banker.

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Pacific Oyster Canning at the "LABORATORY LEVEL"

Here is the stainless steel canning line of the Union Fishermen's Cooperative Packing Co. oyster division. The tilting tray of the blancher may be seen in the right rear. The blanched, washed oysters move toward the camera on the stainless belt, are distributed to the fillers by the six splitter blades. Filled cans are weighed, placed on a chain conveyor and carried to the stainless steel exhaust box on the right of this picture, where they are pre-heated before passing under the hood at the lower right and then to the salting and closing machines.

"Laboratory Level" is attained by the oyster-canning division of the Union Fishermen's Cooperative Packing Co., Astoria, Ore., which is now operating in oysters to diversify its fish-canning business, in which it has been a notable factor on the Columbia River for 55 years.

Equipment in the oyster division is a symphony of stainless steel. Every surface touched by oysters, or by anything which touches oysters, is of this shining, non-corroding, non-contaminating alloy.

When the directors of the Union Fishermen's Cooperative Packing Co. decided a few years back to enter the Pacific oyster business, it was to diversify the company's products, and to extend its packing season through more of the year's circle. Along with the decision to enter oystering was the specification that the highest standards of the company's quality tradition must be met in oysters just as they are in salmon, tuna and its other products; and that the standing of Union Fishermen's "Gillnetters' Best" label must be enhanced rather than impaired by the new products.

With this mandate, Anton Sorensen, general manager of the company, set a standard of equipment which put the plant on a "laboratory level."

Oysters From Company's Own Willapa Beds

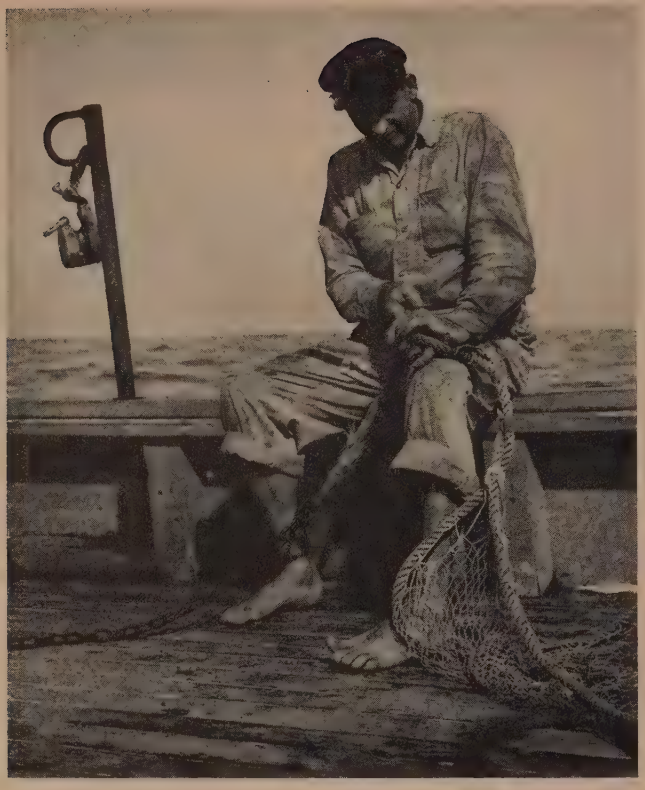
Before entering the packing plant and a description of its process and equipment, the source of material should be examined.

With the decision to enter the oyster business, Union Fishermen's Cooperative Packing Co. purchased substantial acreage of proven oyster land located on Willapa Harbor, where the large majority of Pacific oysters are produced. This great oyster bay lies immediately north of the Columbia River, in Washington.

The Willapa acreage was planted to oysters, using imported seed, and this year the company's own beds are coming into their productive life.

Oyster growing headquarters of the Union Fishermen are located at Bay Center, where the Palix River flows into Willapa Harbor. Bay Center is located on a peninsula projecting into the harbor, and its strategic location was evident to the aboriginal inhabitants of the land. The earliest explorers found Bay Center an Indian stronghold,

SEAFOOD IN A SYMPHONY OF STAINLESS STEEL



Good Hauls *Begin* with Good Nets

The fisherman who hangs in new netting instead of patching up his old gear, immediately puts the odds 100 per cent in his favor for good fishing. No gear aboard pays off so fast and so handsomely as the net that comes up time after time fully loaded with good fish and with no losses through weak, snagged or torn sections. The dollars that go out of your pocket for new netting soon come back in more fish and less time in port for repairs.

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dominating the region—and it remains a strategic point in the oyster industry today.

Oysters dredged, tonged and picked from the company's beds are delivered to the opening plant at Bay Center, where expert shuckers remove the unsteamed oysters from the shells. After thorough washing and draining, the oysters are run into 10-gal. milk cans, which are placed in a cooler until ready to be trucked to Astoria.

From the opening plant to the cannery is a run of approximately 35 miles, with a ferry trip across the Columbia River additional. Within 90 minutes of leaving Bay Center, the oysters are in the cannery at Astoria.

Blanching Process Adopted After Laboratory Testing

First unit in the "laboratory level" equipment in the Union Fishermen's oyster cannery is the blancher, a large rectangular vat in which a light brine is kept at a rolling boil by steam coils. The oysters themselves are poured from the milk cans, 5 gals. at a time, onto the perforated tray submerged a few inches below the surface of the boiling brine. The blanching continues for one minute, and then is terminated immediately as the perforated tray is raised from the brine and tilted to slide the oysters into a cooling and rinsing trough.

It is perhaps unnecessary to specify that the entire blancher and the rinse trough, its conveyors, and all parts in contact with oysters, or with solutions touching them, are of stainless steel. The blanching tray is raised from the brine and tilted by an ingenious system of toggles and levers.

The freshwater in the rinse trough is gently agitated by bubbling air as the oysters are carried through it and finally are raised through a spray as the mesh belt rises above the water level.

It should be noted that the Union Fishermen's Cooperative Packing Co. oysters are canned by the blanching process after being fresh-shucked; instead of in the more usual system which involves steam-opening the oysters.

The process employed was worked-out by the company's experienced cannerymen, headed by Arne Juola, superintendent, in collaboration with Dr. E. W. Harvey and his staff of the Oregon Sea Food Products Laboratory, Astoria.

While higher cost of fresh-shucking is acknowledged, Union Fishermen's management believes this is offset by greater uniformity of product as result of the fixed time and temperature of the blanch and the retention of natural nectars.

An exhibit of "Gillnetters Best" canned Pacific oysters, produced by the Union Fishermen's Cooperative Packing Co., Astoria, Ore. The label is in light blue, an adaptation of the company's leading brand, which has been a mark of quality canned salmon for more than 50 years.

Returning to the head-end of the process for a moment:

The emptied milk cans are placed upside-down in a standard dairy milk can washer where they are washed, scalded, steamed and dried as they pass through a cycle of cleaning and sterilizing operations.

"Splitters" Distribute Oysters to Fillers

Following the final spray, the blanched oysters tip from the mesh belt to a stainless steel flat belt which carries them along the filling table. Distribution of the oysters to the six fillers is accomplished ingeniously by a series of splitters or diagonal plows of six progressive widths. The first of these splitters is the narrowest, covering one-sixth of the width of the belt, and diverting that fraction of the oyster load to the first filler. The second blade covers two-sixths of the belt and takes the second sixth of the oysters for Station No. 2. The last plow covers the full width of the belt.

Oysters for the fillers slide down a sloping stainless steel table-tray, perforated at its lower edge for draining. Liquids passing the holes flow into a small trough below and are run to waste.

Cans are delivered to the fillers by a conveyor placed slightly below the filling level, cans being positioned under the filling spout in front of each worker.

Each can is weighed and corrected for exact weight on Berglund "Swift Weight Scales" furnished by the Industrial Scale & Supply Co., Portland, Ore. In-put of oysters is exactly controlled—and the cut-out weight checked constantly—in order to meet the rigorous fill-of-container requirements of the national canned oyster standards.

Stainless Steel at Every Step

After weight is checked, filled cans are placed on a chain conveyor which passes them under the stainless steel delivery belt and into the exhaust box. Here again stainless steel construction is used—this being the only stainless steel exhaust box which the reporter recalled in 30 years of covering fish and seafood packing operations.

(Perhaps it should be mentioned

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The SANDRA LEE of Astoria, Ore., is a 44-ft. salmon troller equipped with a 165 h.p. GMC Diesel engine. Skipper Jalmar Johanson says: "My boat was built in 1949. Since the day it came down the ways, I have used Union Oil products 100%. I am convinced that by using Union Oil products, I will get maximum service with minimum wear and cost."

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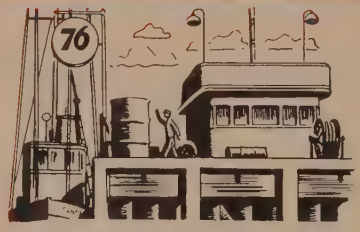

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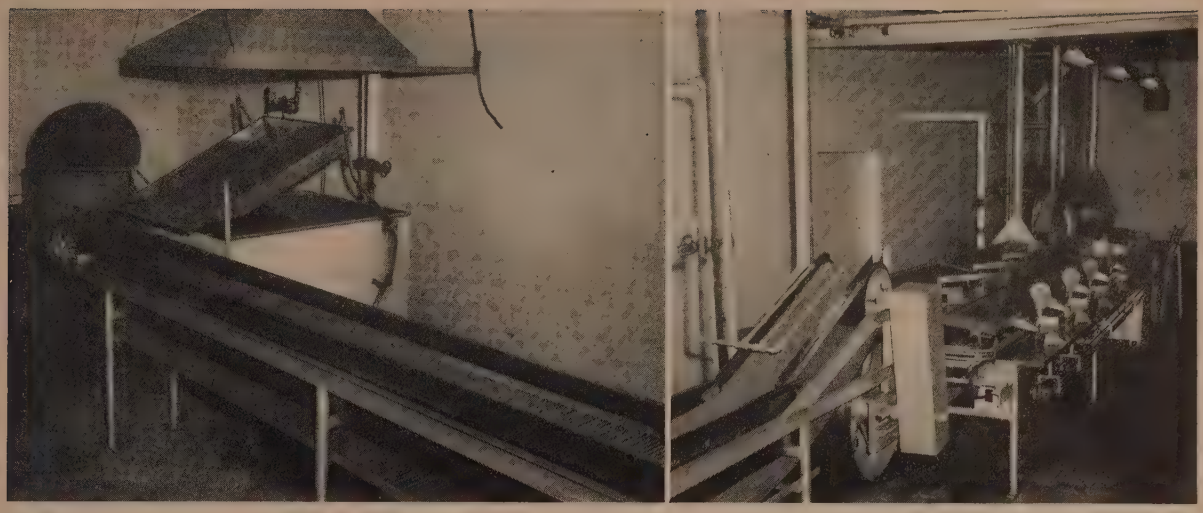
*Union Oil marine products are also available in most principal west coast ports throughout Central and South America and in the Far East.



The blancher, and the washer where the blanched oysters are tumbled about by compressed air bubbling through the waters as the mesh belt carries them through. All surfaces touched by oysters, or by solutions that touch oysters, are of stainless steel. A system of levers raises the blancher tray from the boiling water in which the fresh oysters are dipped for one minute. The picture on the right shows the elevating belt which lifts the oysters from the cold water washer and delivers them to the distributor, where six plows divert them evenly to the fillers. Note the scales on which all cans are weighed, and the American Can Co. closing machines in the background.

here that all sources of free steam in the cannery—milk can washer, blancher, both ends of the exhaust box, hot water fill, and sealed can washer—are hooded and the steam drawn-off by fans-induced draft.)

After three minutes in the exhaust box, the cans are filled with hot fresh water—not brine—and then receive a measured amount of salt from a precision salting machine before passing to the American Can Co. double seamer.

Process cook follows in the main cannery's batter of retorts.

Seasoning by a measured amount of salt, instead of by using hot brine to fill the can, is employed in the interest of uniformity of pack, as there may be variation in the amount of liquid put in the can, which would be reflected in the seasoning resulting.

The oyster canning system was worked out by Chester Mann of the Oregon Seafood Products Laboratory, while Eino Koskela, Union Fishermen machinist, designed the equipment. Steel frames for the equipment were fabricated in the company shop, while the stainless steel work was handled by Ted Romsos of the Romsos Sheet Metal Works, Astoria, a firm specializing in stainless steel fabrication for boats and fish packing plants.

Alaska Begins King Tagging Project

An extensive and intensive King salmon tagging project will be carried on by the Alaska Department of Fisheries in the Taku Inlet and River this summer.

The object is to work out a ratio between tagged and untagged fish to get a close estimate on what part of the entire run is being caught and what percentage of escapement occurs in that area, C. L. Anderson said.

"When all the information is in we will be able to make recommendations to the Fish and Wildlife Service regarding regulations that will give a maximum catch for the fishermen and the necessary escapement to perpetuate the run. We may learn something about the various races of King salmon and will be able to tell what time they go through the fishing areas and where they go," he stated.

Prince Rupert Co-Op Sets Halibut Liver Prices

Halibut liver prices for 1951 season were announced April 20 by the Prince Rupert Fishermen's Co-operative Association as follows: High pool rate, 75¢ a lb; low pool, 35¢; black cod liver, 80¢ and viscera 20¢.

Kenneth Harding, general manager, predicted that good catches and firm prices would prevail this season in northern British Columbia.

"Sparton" Sinks With 180 Tons of Tuna

Spartan, one of Los Angeles harbor's best known purse seiners, with 180 tons of tuna aboard, sank 110 miles off Cape San Lucas, Lower California, May 3. Capt. Sam Braco and his crew of 11 men were picked up by a Mexican freighter and taken to Manzanillo. She had been at sea 98 days and was fishing, as she had for years for Coast Fisheries, Wilmington.

The seiner was built in 1941 at Tacoma and was valued at $275,000 and was reported only partially covered by insurance.

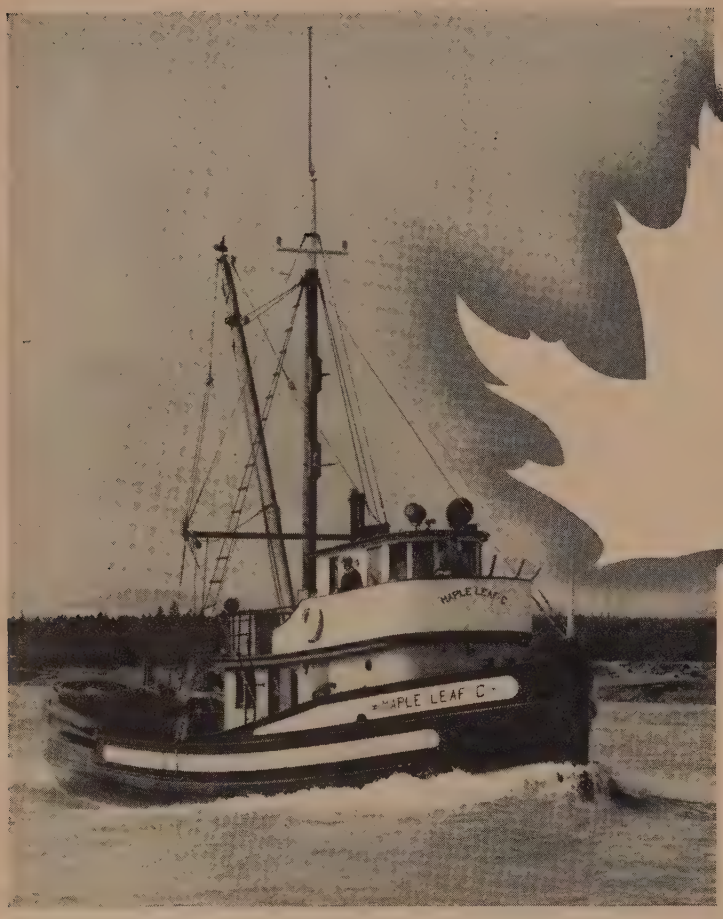
Columbia Chinook Cycle Poorest Since 1936

Columbia river commercial spring Chinook catches this season totaled 82,854 lbs., the lowest production the cycle has experienced since 1936, Washington department of fisheries reported.

Washington landings accounted for 31,931 lbs., Oregon for 50,923 lbs.

The production was 81,500 lbs. in 1936, 369,700 in 1941, and 119,900 lbs. in 1946. Other cycles have been poorer producers, including the 1950 run, which yielded only 2,937 lbs. on the Washington side. Columbia river spring Chinooks are predominantly five-year fish.

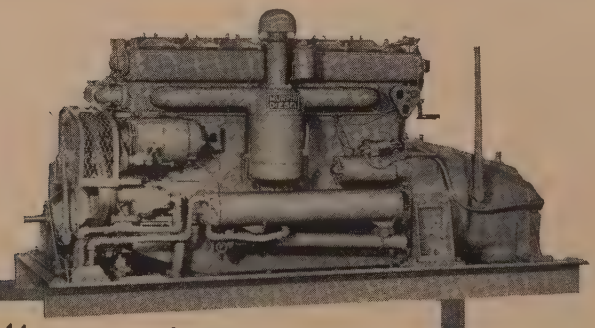
The opening 1951 commercial season ended on the river March 1. A second open period began April 30 and will continue until May 25 below Bonneville dam and until June 7 above the dam.



Murphy Diesel powered MAPLE LEAF C sets all-time record for herring catch

IN the season recently closed in British Columbia, the "Maple Leaf C", one of seventeen Murphy powered boats owned by B. C. Packers, Ltd., is reported to have set an all time record high for a herring catch—1260 tons for one set. It takes good dependable power to set a record like that—power that's on the job every day answering every demand . . . And that's just the kind of power the "Maple Leaf C" has . . . a 190 H.P. Murphy Diesel.

If this is the kind of dependability you want in your boat's power plant, get in touch with your Murphy Diesel Dealer. He'll be glad to show you why Murphy Diesels give such dependable service . . . and why they cost so much less to operate, too. And be sure to ask him for a copy of the fact-filled booklet, *"10 Questions to Ask a Diesel Engine Salesman"*.



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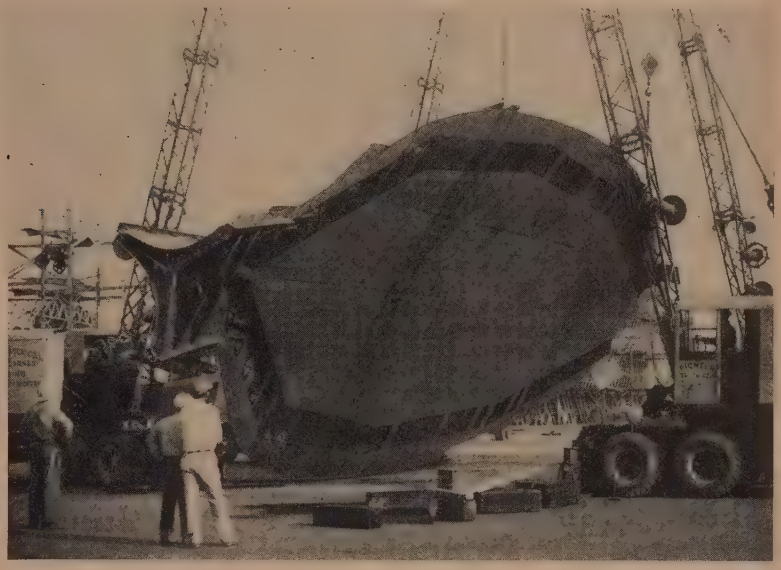
Tuna Clipper CONTE BIANCO

Advanced Design in Steel



This is not a giant turtle being up-ended, but the innerbottom, weighing 30 tons, of the 127′ all-prefabricated steel clipper, *Conte Bianco*, built bottom up then turned right-side up by four giant cranes, at National Steel & Shipbuilding Corporation, San Diego. The precision operation, requiring reversal of individual crane lifts when the structure reached vertical, was handled by an expert house-mover, left, brought into the yard for the job. It was one of the most delicate structural steel turn-over tasks ever attempted in a Pacific Coast shipyard.

Conte Bianco, designed by William P. Trammell and built by National Steel & Shipbuilding Corporation, San Diego, for Laurie Massa, Andrea Castagnola & Associates, is a completely prefabricated steel tuna clipper and incorporates several innovations in hook-and-line design.

The innerbottom, weighing 30 tons was constructed bottom up; then righted by four cranes. All bulkheads were built on a horizontal table. Brine-well bulkheads were insulated and the lining plates were installed on them before erection on the innerbottom.

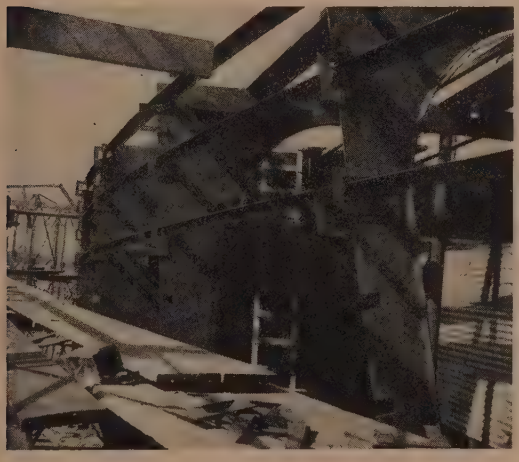
Stern section, weighing 20 tons was also built in reverse position, with galley and deck bait tanks fabricated in a fixture in the inverted position. After the galley and ship's stores compartments were complete, these were set upright on the ground and carpenters installed the wood work.

Complete Clipper Built on Ground

Thus, the entire tuna clipper was planned and built on the ground in all component parts, increasing efficiency, saving labor and construction costs. National Steel believes this sub-assembly system was more extensive than ever before used on this type of vessel.

General dimensions of the *Conte Bianco*, rated 300-tons cargo capacity, of 127′ overall; 30′6″ beam and 14′6″ depth are not unusual, but the distribution of her bulk within these dimensions is not generally found in clipper hulls.

Lines forward are very fine, fairing into a raked stern with a "cutaway" forefoot. At midship the vessel is broad and has a bottom considerably flatter than any previous clipper, the architect declares. After deck is broad with a nearly square stern, but the hull below tapers from the bulky midsection to a thin, wedge-shaped stern. The keel has a 3′ drag to improve steering and restrict rolling.



For the first time in a steel tuna clipper, longitudinal framing was used in the *Conte Bianco*. Here are shown three of the 4″ by 3″ by 5/16″ frames set in two web frames and bulkheads. Notches below show where additional frames would be installed. This method, according to the yard's naval architect, William P. Trammel, eliminates heating and forging frames to templets.

Unique Arrangement Of Brine Wells

Arrangement of the 10 brine wells is forward of the deck bait tank. This allows the use of four pairs of wells for bait with full-sized, raised bait hatches on each well. A total of 4,500 scoops may be carried in the eight bait wells and tanks on deck.

More than 50,000 gals. of fuel may be carried in the conventional innerbottom and peak tanks, and one pair of combination fuel and brine wells.

Conventional bait pumps and brine circulators have been replaced by a combination pump at each well, which accomplishes both functions. Each pair of 12″ Fairbanks-Morse pumps is connected to one sea chest passing directly through the inner-

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Ask your neighbors about Superior and Atlas engines. Chances are they have them, like them, depend on them to get out and back safely, economically.

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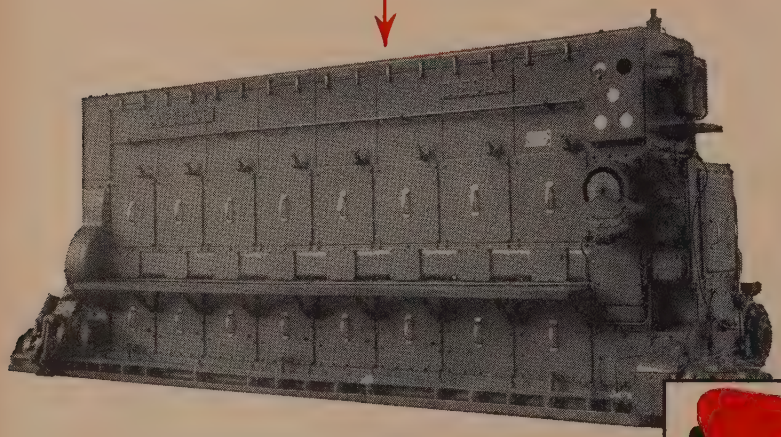

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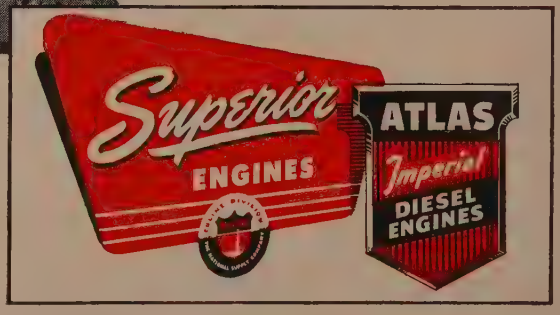

NATIONAL OIL FIELD MACHINERY AND EQUIPMENT... SPANG PIPE... SUPERIOR & ATLAS ENGINES

bottom. The pumps also act as brine transfer and emergency condenser pumps, while one or more may be connected to the bilge system in shaft alley.

No other steel tuna vessel, the architect says, has capitalized on the longitudinal framing system, long used in building of oil tankers. Side framing and deck framing are run in a fore and aft direction supported by bulkheads and a system of web frames. In addition to a saving of weight, this system entirely eliminates the lofting and bending of frames and beams.

Brine well bulkheads were fabricated completely with insulation and lining plate, in a flat position before erection on the hull, effecting a "sandwich" instead of having to do the job in three operations after the bulkheads were set in place. Refrigeration is by Baker.

This shows the innerbottom set on the launching ways, with brine well bulkheads erected and with Model DMG-38, 8-cyl., 800-hp., super-charged Enterprise propulsion diesel set in place. She has twin Murphy Diesel generating sets.

5 Tuna Plants at Monterey

A new million dollar industry is springing up along Monterey's Cannery Row, with three canneries completing installations for packing tuna. Two other canneries are already equipped.

Oxnard Canners Inc., and Westgate-Sun Harbor are two of the canneries which are getting under way. A third cannery has not yet disclosed plans.

Two other canneries have packed tuna before: Hovden Food Products Corporation, and San Xavier Fish Packing Co.

S. A. Ferrante, president of Oxnard Canneries, Inc., is getting its tuna plant set to go. It will pack imported frozen tuna and locally caught Albacore, as well as Yellowfin, Bluefin and Skipjack.

Mr. Ferrante said that eventually he planned to contract with tuna clippers to come into Monterey with their fares to his cannery, just as they do to southern California tuna canneries.

The Oxnard tuna cannery is a modern plant, with a Carruthers Pak-Shaper on the packing line. The plant will have a capacity to process about 50 tons of tuna daily.

The pack will be marketed under Oxnard and Oxnard Canners brands, and buyers labels.

Westgate-Sun Harbor Co., Monterey plant, Paul Jepson, manager, has just completed installation of a new tuna cannery, designed and installed by Ray Bentley, Universal Canning Machinery Co., Monterey, and much Universal Canning equipment was put into the plant.

Mr. Jepson told PACIFIC FISHERMAN that Westgate-Sun Harbor's Albacore packing would largely be concentrated in Monterey.

A new holding room, 30x80′ with a capacity of 300 tons is being installed.

Clifton D. Day, president of San Carlos Canning Co., who was elected president of the Monterey Fish Processors Association at their recent meeting.

The tuna cannery will be as automatic as possible, with a Carruthers Pak-Shaper and a Standard Iron Works packer for flake and chunk tuna packing.

A Continental Can Co. steam-flow vacuum closing machine has been installed on the tuna line, which will have a capacity of about 40 tons of tuna daily.

Clifton Day Heads Monterey Fish Processors

Clifton D. "Bud" Day, San Carlos Canning Co., was elected president of the Monterey Fish Processors Association at the annual meeting held last month. He succeeds S. A. Ferrante, Oxnard Canners Inc.

Other officers elected were George Dollar, Peninsula Packing Co., vice president; Paul Jepson, Westgate-Sun Harbor Co., secretary-treasurer; and George M. Clemens was re-elected executive secretary. Elected directors were Sebastian Sollecito, Enterprise, Enterprise Packers; and Donald T. Saxby, California Packing Corp.

B.C. Fisheries Moves Office

The British Columbia department of fisheries at Victoria has moved its offices to the new government building on Government Street between Superior and Elliott streets, and mail should be addressed simply to the Department of Fisheries, Parliament Buildings, Victoria, B.C., George J. Alexander, deputy minister advises.

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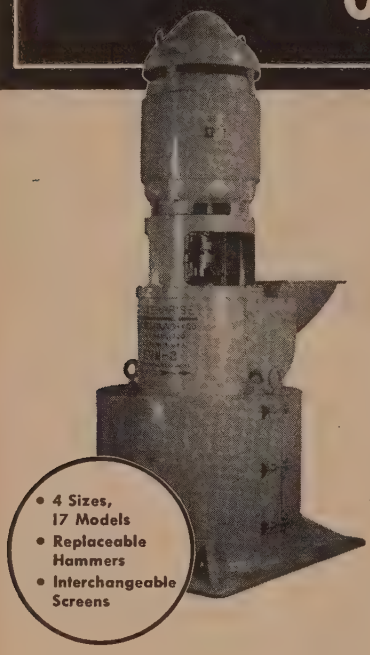

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★ TUNA
★ SARDINES
★ CRABMEAT

1800 EXCHANGE BUILDING *MAIN 0475* *SEATTLE 4, WASH.*

Interior views of the Central Fish Company's new Oakland plant. To the left in the compressor room are two Baker ice machines and a Worthington ice machine. General view of the working floor in the center shows the large amount of work space, and the holding boxes in the background. To the right is a view of the fresh fish holding room. Refrigeration was all designed and installed by Tanner Refrigeration Works, San Francisco.

Central Fish Co.'s New Market--Modern, Flexible and Efficient

When the Central Fish Co. was forced to find a new location for its plant in Oakland after only 7 years in a brand new market, it might seem like tough lines to most folks.

But to Guido DiPiano, vice president and general manager of the company, the fact that the City of Oakland decided to build a freeway through his market, was a challenge to build a still better plant, and now at 435 Fourth St., Oakland, Calif., that is just what he has—one of the most modern wholesale fish markets in northern California.

The plant covers 6500 sq. ft. of floor space, and an important point noted by Guido is that there are two doors—one for loading and one for unloading. From the office Guido also has a good view of the entire plant—another handy feature.

The entire refrigerator set-up was designed and installed by the Tanner Refrigeration Works, San Francisco, under the direction of Ed Tanner.

The plant is extremely flexible, so that if there is a small amount of fish on hand it can be held in one room, or if there is a large amount of fish to be frozen at once, the three ice machines can all be put on the load.

There is a sharp freezing room, which will freeze 6,000-lbs. per day

Guido DiPiano, vice president and general manager, Central Fish Company, Oakland.

@ -20°; two holding rooms with minus 5° temperature, and a high temperature room -33° for holding fresh fish. The holding rooms have a capacity of about 175,000-lbs. of fish.

Not only the sharp freezing room, but also the holding rooms are coiled heavy so that these two rooms may be used for sharp freezing in addition to the regular freezing room.

The three ice machines a 4-cyl., 3½ x 3½ Baker, and a two cyl., 2⅞ x 2¼ Baker, and a Worthington twin—4 x 4, furnished by Tanner Refrigeration Works, are hooked up so that when there is a lot of fish to be frozen quickly, all three machines may be put to that work. But with a light load, one machine will provide refrigeration for all cold rooms.

Mr. Tanner chose ammonia for the refrigerant so that steel pipe coil with still air could be used, thus eliminating drying of the fish.

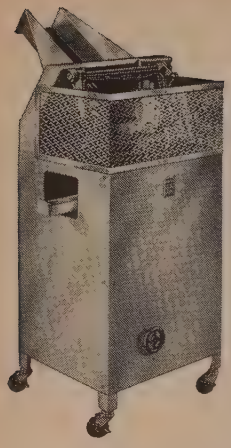
However, in the fast freezer blower type coils are used to sharp freeze the fish immediately. The freezer and holding boxes are insulated in Fibreglas.

All machines have automatic valves and controls. On top of the sharp freezer and the holding rooms is ample dry storage, and room for box manufacture, etc.

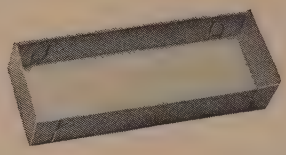
The floors of the plant are concrete, but not smooth. Guido had them left rough on purpose to cut down the slippage hazard.

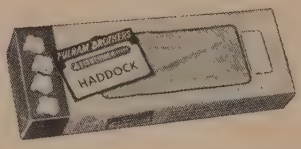
Central Fish Co. is said to be one of the few, if not the only fish house in northern California that makes a specialty of processing salt yellowtail, salt barracuda, salt sea bass, and salt jewfish. These are put up in tierces, very similar to mild cured salmon, and is sold all over Cali-

For LOWEST Packaging Cost

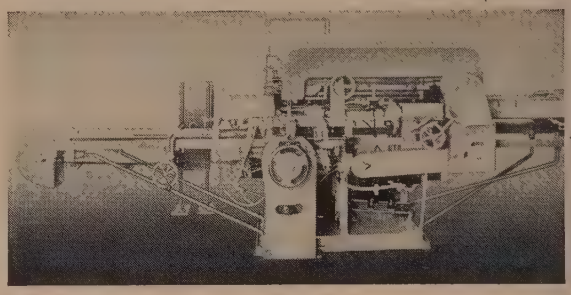


Make your CARTONS on the TRAY-LOCK Machine





....wrap them on the Model FF



Using inexpensive die-cut blanks that require no pre-gluing, the TRAY-LOCK machine forms sturdy cartons at speeds up to 90 per minute. Magazine holds about 400 blanks, and machine requires no operator. Quickly adjustable for a wide size range. Cartons are delivered right-side up, ready for filling. Model A machine makes open-top trays; Model B, both open-top trays and hinge-cover cartons.

The Model FF wrapping machine has a speed of over 100 cartons per minute, and can be adapted to virtually any type of wrapping material. Handles a wide size range. Requires only one operator.

Write for literature on the Tray-Lock and Model FF.

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Joe Rappa, 44 Municipal Wharf, Monterey, Calif.
Alfred Puusti & Co., 212 Taylor Ave., Astoria, Oregon
Nordby Supply Co., 1300 Western Ave., Seattle, Washington

fornia to people of Portugese descent. It seems that when the parents of these people came to California they brought along a liking for salt fish with them, and Central Fish Co. has a salter that gets just the right combination. Leslie salt is used in the process.

Central Fish Co. was formed in 1940. President is Joe Alioto, president of the General Fish Co., San Francisco, and one of the well known fresh fish people on the Pacific Coast. Another officer is Joe Sparacino, an old timer in the fish business, and father of Nuncio Sparacino of General Fish Co. Joe Sparacino is secretary of the company.

The company serves Alameda and Contra Costa counties, and ships to central California. Among the lines it handles are Rupert brand fillets, Wafico salmon and halibut, Eldridge scallops, Japanese swordfish from the Washington Fish & Oyster Co.; Belleana halibut and salmon, Ho-Ma brand shrimp meat, and Bendiksen oysters from Norfish Sales Co.; Ilwaco oysters, salmon, halibut and crab meat from Henry Dowden & Co.; Mohican and Paragon oysters, FFI fillets, lobsters, and crabs from J. P. Flanagan & Co.; Peruvian swordfish, Southern Seas, Southern Royal, Reymar, Cima, and Southern Star prawns and lobster tails from Wilbur-Ellis & Co. Ocean Garden and Gulf of California prawns from Marine Products Co.

South. Calif. Fish Corp. Officials Visit Atlanta

H. P. Christian and Larry W. Holland, president and vice president of Southern California Fish Corporation, Terminal Island, went to Atlanta, Ga., April 19, to attend a reunion dinner with one of the firm's oldest accounts, Colonial Stores, Inc., operating a large chain of stores in the south.

The occasion was the recent elevation of Joseph Seitz to the presidency of Colonial Stores, Inc., and the affair was attended by some 20 executives of the corporation, brought in from all over the marketing territory.

Visit of the Southern California Fish executives was a courtesy gesture to a concern which has been handling "Blue Sea" tuna since the Terminal Island tuna, sardine and mackerel-packing firm was established in 1921. Mr. Christian flew from Washington, D.C., where he was attending to fishery affairs, to join Larry Holland in Atlanta.

New home of the Central Fish Company, Oakland—one of northern California's most modern.

B. C.'s Market Value of Fish Surpasses All Records in 1950

Marketed value of British Columbia's fishery production in 1950 totalled $68,904,000 to exceed all previous records. Previous high mark was recorded in 1947, but 1950's figure topped it by $10,000,000.

Volume of catches was well up in every department, and overall improvement in price contributed to the industry's achievement. General level of landed prices was up 12 per cent.

The big money-maker, of course, was salmon, with a marketed value of $48,701,000, some $12,000,000 more than ever before. Most of this revenue was from the canned pack of 1,492,000 cases which, while only average from a quantity standpoint, yielded $31,368,000. Sockeye accounted for $13,000,000, and nearly a million cases of Pinks and Chums brought in another $15,000,000, Coho contributing $2,767,000.

British Columbia canners point out that the high values are due in part to the strength of the Canadian domestic market and improvement in trading conditions with Western Europe. Apart from the bulk purchase of 227,000 cases of salmon by the British Food Ministry, Belgium and Italy imported on a substantial scale, and Holland and France entered the buying column towards the end of the year. The Philippines and some South American countries figures to a less extent.

Export of large quantities of fresh Chum salmon to Washington state canneries was another important factor, and returns from these sales, combined with those of considerable quantities of fresh and frozen salmon marketed in Canada, accounted for an estimated $15,500,000.

Overall price index for all salmon species was 17 per cent higher than in 1949.

Herring was the No. 2 contributor to B.C.'s fishery income in 1950, with a total marketed value of $9,313,000. Since the end of World War II there has been a sharp decline in the canned pack, but 61,000 cases were packed last year at a value of $403,000. Bulk of the herring catch, however, went to the reduction plants for production of meal and oil. Herring oil prices reached new highs. Combined marketed value of herring meal and oil attained $8,110,000.

The brief period of fishing for halibut was sufficient to yield a catch worth $5,468,000.

Tuna and Albacore catch totalled 1,800,100 lbs. and brought a price of $1,017,000, the first time the fishery has exceeded a million dollars in B.C. Canned tuna amounting to 26,675 cases accounted for $806,000, the balance of the revenue being from sales of fresh and frozen.

The season was notable for the improvement in catch and sale of flat fish in northern waters, the prices in some instances being the highest ever. Marketed value of sole was $914,000. The reason for the spurt is the growth of the fillet trade.

Marketed value of codfish was $1,169,000. Shellfish, including abalone, clams, crabs, oysters and shrimps, grossed $1,139,000.

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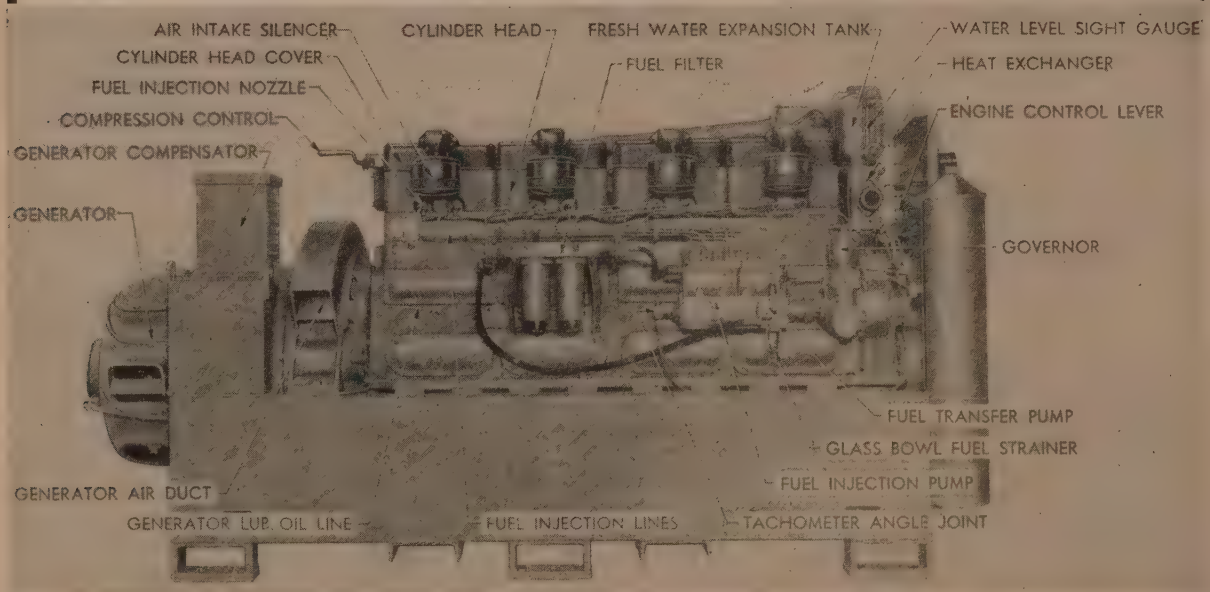

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FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

"Priced Out of the Market"

The words which head this article are those heard most commonly in a study of canned fish markets in a number of the principal centers of American food selling. *They were expressed before impending reduction of the salmon tariff to 15% was announced.*

The quotes refer particularly to canned salmon, and they were heard consistently from Massachusetts to the Mountain States, and from Maine to well below the Mason-Dixon line. They represent exact quotations from most of those interviewed, reflect the views of some expressed in other words.

Of those interviewed, a few, a very few, voiced opposed opinions. Perhaps significantly, two of the few dissenters from the general conviction were in St. Louis.

More of this matter of salmon prices and salmon sales later.

By way of explanation, it may be said that the views and interviews upon which this article is based were developed in the course of an editorial expedition dedicated to a study of the markets for Pacific canned and packaged frozen fish; the people who buy, and who sell, the product; the methods by which sales are made at several levels—the broker, the distributor, the jobber and the retailer; the stores through which the products pass—supers and sub-supers, chains and corner groceries, carriage trade houses, and mama-papa stores.

Beside the opinions of those concerned, note was taken of prices and pricing practices, of labelling and display.

The expedition began with the National Fisheries Institute convention in Boston and extended through the last half of April and the first half of May. Trade centers visited included: Boston, Portland, Maine, New York City, Philadelphia, Baltimore, Washington, D.C., Richmond, Chicago, St. Louis and Denver.

Late Spring "Lull" Lands With a Thud

Proclaimed even more universally in distributive circles than salmon's out-of-the-market pricing was the existence of a second quarter slump in sales, which began in March, steepened sharply through April, and was reported registering only the faintest signs of recovery as the market survey ended the middle of May.

Slump certainly was not confined to salmon, nor to canned fish. It was reported as affecting all food commodities—and many other forms of consumer goods as well. Canned fish brokers generally were of the opinion that salmon sales slumped further and faster than tuna, a condition attributed to salmon's vulnerability as result of its price.

Basic condition which precipitated the decline—after exceptionally good fish sales during the first two months of the year—generally was believed to be uncertainty and uneasiness relative to inventories, possibly induced in large degree by blunders and vaccilations on the part of O.P.S.

Inventory uneasiness was reported at all levels, from the great chains all the way down to "Mrs. Smith," who was believed to be counting the number of cans in her cupboard and determining to use them up before buying more.

Here are the words of a New York canned fish buyer for one of the country's largest wholesale grocery houses: "We have become definitely inventory conscious in the past six weeks. We are reducing our inventories all along the line—and particularly in fish."

From Baltimore: "There is no movement in canned fish now. The trade bought heavily in anticipation of shortages. *These have not developed.* Now everyone wants to shrink their inventories before tying up more money in canned fish. With summer coming fast, they need fish, but *they need money more.* However, a wave of warm weather will produce a burst of buying that will clean-up all the goods available.

The sharpness of the spring slump cannot be exaggerated. From the lips of one of the nation's largest brokers these words: "I have never seen canned fish business drop-off so fast as this spring. There are faint signs of recovery manifest in the best barometer of all—chain store sales."

Ceiling Prices Stifle Incentive to Buy

Thoughtful, considered view of the effect of O.P.S. ceiling prices was expressed by a St. Louis broker: "Ceilings stifle incentive to buy. Best stimulant to buying is the buyer's belief that prices will advance—the attraction of a speculative profit, if you want to call *purchasing prudence* that.

"Under ceilings there is no such

SEATTLE PRICES

Following prices for Pacific Northwest and Alaska canned fish products are those openly quoted at presstime for this issue. As such, they represent approximate figures at which prices for the several items named were frozen.

Item	Per Case
SALMON	
Sockeyes, Puget Sound, 48/2	$22.00
Medium Red, 48/2	$16.00-19.00
Medium Red, 48/4	$ 9.00- 9.50
Chinook, Std., 48/2	$15.00
Chum, 48/1	$20.00
Chum, 48/2	$11.50-12.00
ALBACORE	
Fancy, 48/2	$15.00-16.50
White, Flakes, 48/2	$11.00-12.00
Blended Flakes, 48/2	$ 8.00-10.00
PACIFIC CRAB	
Fancy, 48/2	$28.00
KING CRAB	
American, 48/2	$33.00
PACIFIC OYSTERS	
Buffet, 7¾ oz., 24s	$ 8.00
No. 1 E.O. 10 oz., 24s	$10.00
No. 1 tall, 16 oz., 24s	$14.00
RAZOR CLAMS	
48/2, minced	$15.50-16.40

incentive. On the other hand, there is pressure to sell. The packer knows he can't get more, and it is costing him to hold—so he cuts the price to sell, and sets-off a market decline."

Importance of Volume Upon Cost Obscure

Conversations with many salmon brokers and buyers confirmed the conclusion that they have little understanding and less appreciation of the importance of the size of a salmon pack upon the per-case cost and consequent price per case.

They seem not to understand that salmon canning—Alaska salmon canning in particular—involves annual investment risk far outstripping that of pea packing or the canning of pork and beans; and that a short pack, with resultant extremes of per-case cost, can prove disastrous even though selling prices may stand at the all-time high.

One important Chicago buyer professed understanding of the power of *volume* in shaping *cost*, and consequently in dictating *price*, but he said: "I don't care what salmon *cost* the canner. *What's important is what Mrs. Smith will pay.*"

"Salmon Is Priced Out of the Market"

Returning now to the theme with which this rambling review began, the oft-reiterated statement of brokers and buyers: "Salmon has priced itself out of the market."

Beginning with Boston, the first man seen declared that he could predict the primary opinion which interviews would develop. It would be the priced-out-of-the-market cliche—and he was right.

Another Boston broker put it this way: "Salmon is priced above the point where the consumer will buy. Unless the salmon price can be lowered, the commodity will suffer irreparable market damage in the course of the next year or two."

"Salmon faces a crisis in the matter of price in the market, just as it does in the matter of volume of the runs."

In New York, a heavy buyer of salmon put it thus: "Salmon is losing customers every day to tuna on the basis of price and availability."

Another New Yorker, this one a broker: "Peruvian bonito, superb quality, at less than the price of Chums should be a matter of terrific concern for every salmon packer."

"At present prices the New York consumer is eating tuna—most of it imported—and is learning to get along without salmon—all but the finest and fanciest grades of Chinook."

Yet another New York broker: "Price has hurt salmon, but price hasn't been everything. Lack of volume, lack of availability, have been terrific handicaps to salmon in maintaining its position as a food commodity."

"High salmon prices are ruinous to the standing of the product with consumers—and consequently with the stores"—this from Philadelphia.

A broker in Washington: "Salmon has slowed-up in volume of sales, due to its price."

Nearby Baltimore was less temperate in expression: "It is clearly evident that salmon prices have reached the point where consumer revulsion results. Higher prices for salmon would be suicide for the industry."

Character of Brokers Reflected in Opinions

An interesting correlation seemed to exist between the character of the brokers and the opinions they expressed:

Three main types of brokerage houses were noted:

1. The old-time, old-line "merchandise broker" doing business in the same way, and often in the same place, for many years. (Here the expressions were apt to be critical and the expression intemperate. The attitude of the individual appeared generally on the defensive.)

2. The firm composed of younger and more active men; or an old firm which has kept abreast with modern methods and practices. (More thoughtful expressions were found here; greater readiness to consider rather than to condemn, to grant that price is not the sole and single element in making sales. "Selling salmon is a service business," one said, "and sound salmon backed by intelligent service will sell if the price is not out of reason.")

3. The sales-development, merchandising specialists. (Here price is placed secondary to promotion in their thinking. *"Our* job is to get the fish *into* the stores; *advertising* will get it *out."*)

"Salmon Is NOT Priced Out of the Market"

Here is some of the thinking of the few with the dissenting view that salmon is *not* "Priced out of the market":

"Salmon sales have suffered more from *tuna volume* than from *salmon price.* In what you get for what you pay, salmon is still a good value at today's prices. Prices and values in canned fish are relative things, relative not only to other foods but also to the consumers' ability to buy. St. Louis today has consumer ability-to-buy salmon and tuna and the better grades of fish. It's the low-priced fish which is 'priced out of this market' today, because the consumer can afford better, and wants better."

Another voice from the Middle West:

"Salmon suffers from lack of a program more than it does from price. Tuna is banging away all the time, but salmon operators have not spent to sell.

"I don't think salmon is 'priced out of the market'! Salmon is sound value, but it lacks support."

Competitive Tensions in Tuna

While tuna was generally credited with having taken customers from salmon on the basis of price and promotion, tuna itself was widely reported to be under serious threat from foreign competition—particularly of Japanese tuna and Peruvian bonito.

The intensity of this competition declines somewhat as one moves away from the great ports, Boston, New York, Philadelphia and Baltimore—but it is a very real thing in those centers, and a factor of consequences in every city of the Middle West, New England and North Atlantic regions.

The threat is one of price and appearance.

Not all buyers agree on the desirability of the flavor characteristics of the imported products—whether the blandness and dryness of Japanese Albacore is a detriment or not; whether the lack of uniformity in bonito is a serious fault—but none will deny that the imported goods are low in price and attractive in appearance.

COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

Tuna Import Prices

Popularity of the imported tuna and bonito was largely with private-label buyers, who purchased the imports and put them under their wholesale house labels. One important New York distributor of a famous private label reported that he was accumulating large stocks of imported tuna at less-than-cost prices, and was confining his purchases to foreign goods, save for a little Pacific Northwest Albacore.

Another buyer for a house specializing in the hotel and restaurant supply trade said that 95% of his tuna and bonito purchases were imported goods.

Prices? When New York was visited substantial quantities of fancy Japanese Albacore were available as low as $14 per case of halves; Japanese fancy lightmeat at $11.65. These prices were slightly below openly-quoted figures, which more often were on the order of $14.50 and $12.00. Peruvian bonito of good quality was available in large volume at $10, with better-known products with a reputation for superior uniformity priced at $10.50.

The $14.50 and $11.65 prices quoted above were being paid for goods which had been imported last fall and winter before the import duty doubled. Significantly, most of this fish was in the hands of persons not connected with the fish business or acquainted with its problems. They generally were importers of such products as pottery, silk and toys who had taken speculative fliers in tuna in advance of the duty increase. The higher tariff did not produce a market jump because of the burden of these imports, and in the spring the speculators were dumping their fish at prices below current costs.

Brine-Packed Tuna Looms as a Threat

Another threatening factor for tuna is seen by many brokers in the recent offerings of Albacore and bonito packed in brine, rather than in oil. In the case of tuna, the brine-pack is resorted to obviously because it pays duty at the rate of 12½%, while the oil-pack tariff rate is 45%.

Bonito, with its 15% duty, apparently is offered in the brine pack in order that bonito may not lose cheaper-than-any-other position.

The brine-pack goods are offered principally in 4-lb. and 1-lb. cans, and largely to the restaurant and institutional trade. Brokers say the brine-pack business is making real headway, one Boston authority going so far as to characterize brine-pack as one of the most important developments ever to occur in the tuna business.

In May, Japanese 4-lb. Albacore in oil, imported since the duty advance, was selling at $39 per dozen. Exactly similar fish, packed in brine, was $27 per dozen tins.

The tensions in tuna, foreign against domestic products, seems to resolve itself fundamentally into the struggle between the private label

Economical
Nutritious
KELLEY-CLARKE CO.
American Building
Seattle 4, Washington

on the one hand and the nationally-advertised brand on the other.

Private Label Trade Vs. Advertised Brands

The position of the unadvertised domestic brand between these forces must cause its owner concern.

The view of the private label buyer is summed-up by one of the largest in these thoughtful, considered words:

"The American tuna industry will have real trouble competing with the low-standard countries; and there is sound reason to expect that the trouble will increase in seriousness rather than decrease."

On the other hand, there is abundant testimony to the astonishing strides which tuna has made in its March of Merchandising.

Citing only a few:

"Richmond is rapidly coming to a a general appreciation of American tuna, as a *food product,* and as a *value.*"

"Growth of tuna, and the industry's ability to sell upwards of 10 million cases has been the result of *advertising.*"

"Denver was *forced* to become tuna conscious by aggressive advertising."

"Tuna found its way to the supers' shelves through advertising."

Tuna Merchandising Hailed Widely as "Magnificent"

Throughout marketing centers and circles laud is loud for the merchandising and promotion job done by the tuna industry.

Again and again brokers and buyers voiced the opinion that salmon has lost sales to tuna, in part because of salmon prices, and in part due to the intensity, intelligence and consistency of the tuna program—particularly as manifest in the closely competitive campaigns behind "Chicken of the Sea," "Star-Kist" and "Breast O' Chicken" brands; while the current emphasis of "Bumble Bee" merchandising rests largely on the tuna items in that line.

Calif. Sardine Shortage Forecast by Scientists

An unfavorable outlook for the 1951-52 sardine season is advanced by the California Bureau of Marine Fisheries. Forecast is based on analysis of catch figures of last season. Practically no fish of the 1949 class were caught.

This means a severe scarcity of two and three-year old fish, which have contributed a large portion of the sardine catch in recent years.

Efforts are being made in the California legislature to make the northern and southern seasons uniform. Nothing was decided in early May, or length of season agreed on.

L. H. Frohman III

L. H. Frohman, head of L. H. Frohman & Sons, Chicago food brokers, suffered a severe heart attack at his home in Chicago shortly after returning from the National Fisheries Institute convention.

Mr. Frohman rallied encouragingly, and at presstime was reported making gradual but consistent recovery. His sons, Arthur and David, expected that he would be confined to the Evanston Hospital until late in June.

Among the firm's fish accounts are New England Fish Co. and Hovden Food Products Corporation.

Southern California Canned Fish Prices

Quoted f.o.b. cannery at presstime.

TUNA	
Advertised Brands:	
White Meat, Fancy	$16.50-$17.00
White Meat, C&F	$14.50-$14.75
Light Meat, Fancy	$15.25
Light Meat, Standard	$13.00
Light Meat, C&F	$13.00
Private Label:	
White Meat, Fancy	$15.00-$15.50
White Meat, Standard	$14.50
White Meat, C&F	$12.50
White Meat, Grated	$11.00
Light Meat, Fancy	$13.25-$13.75
Light Meat, Standard	$12.50-$12.75
Light Meat, C&F	$11.50
Light Meat, Grated	$10.75
Light & Dark, blended	$ 8.00
TONNO	
½s/48	$ 15.75
¼s/100	$17.00
MACKEREL	
Pacific, tall/48	$ 6.25
Jack, tall/48	$ 5.00
EXPORT	
Jack, Ovals, ts/48	$ 6.75-$ 7.00

Mackerel Demand High

Mackerel deliveries to Southern California canneries were high in April, 5,494 tons, mostly Jack. Pacific mackerel remained very scarce. The pack was 91,016 cases.

Due to the scarcity of canned sardines, Jack mackerel demand was increasing last month. Wholesale quotations, f.o.b. cannery were: Jack, $5.00; Pacific, $6.25, but with some variations.

Mackerel packed in oval cans, tomato sauce for export was on the increase, to take the place of sardines. Several concerns were processing in the Los Angeles-Long Beach district, and shipping to the Philippines, Europe, Central and South America. The product was being quoted at from $6.75 to $7.00, ovals, 48 cans.

ROBERT L. STIX, INC.
Sales Representative
CANNED & FROZEN FISH & SEAFOOD
260 West Broadway, N. Y. 13, N. Y.

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CALIFORNIA TUNA CANNING COMPANY
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NORTHWEST TUNA and CRABMEAT
SMITH TOWER MAIN 4464 SEATTLE 4, WASHINGTON

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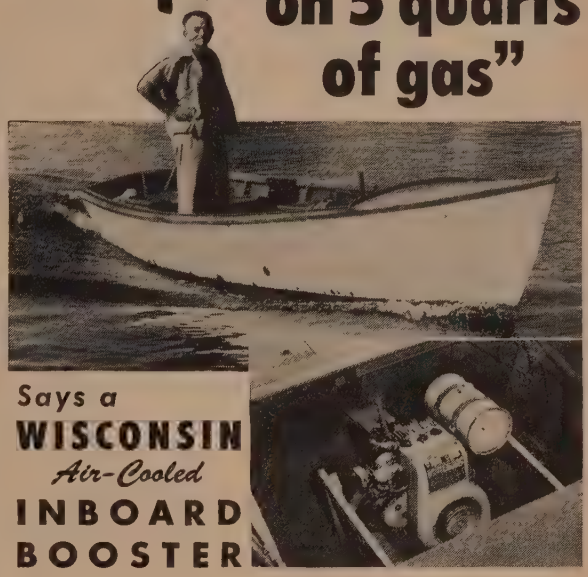
Ashore and afloat, Roebling is the most famous name in wire rope

WHETHER FOR standing rigging, trawler lines or other marine service there's a Roebling wire rope made specifically for the job. Roebling has always been a leader in developing and producing wire rope for the fishing fleets. From making the steel to drawing and stranding the wire, every manufacturing step is scientifically controlled to assure topmost quality.

Rig with Roebling wire rope for maximum service life and long-run economy. Your Roebling Field Man will be glad to help you choose the *right* ropes for every purpose. Write or call him at your nearest Roebling branch office. John A. Roebling's Sons Company—San Francisco—Los Angeles—Seattle.

ROEBLING

"All Day Trolling on 5 quarts of gas"



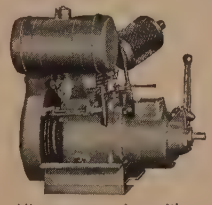
Says a **WISCONSIN** *Air-Cooled* **INBOARD BOOSTER**

This AKM 5.8 hp. model powers L. G. Keith's 16 foot skiff.

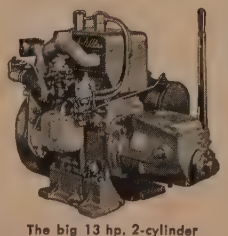
Gulfstream fishing is economical fun for L. G. Keith, Jensen Beach, Florida. He says:

"Over 14 months ago I bought my second Wisconsin Heavy-Duty Air-Cooled Inboard. This new inboard is dependable . . . no time lost because of trouble. And it's economical. I troll inlets, rivers and gulfstream all day on *five quarts* of gasoline. I'm sold on Wisconsin Inboards!"

Spin a Wisconsin Inboard starter *once* on a test run, *shift* to full speed ahead and you, too, are on your way . . . to better boating and Wisconsin Inboard ownership! The boat scampers away like a rabbit scooting for cover. Hazards ahead get quick attention also . . . *fast* slowdowns or reverses through "auto-type" shifting. **Water stays on the outside of the boat where it belongs,** for Wisconsins cool by air alone. And separate lube and fuel systems mean no messy, expensive mixing of oil and fuel.



All-season service with this AEM 7½ hp. model.



The big 13 hp. 2-cylinder TFM model with reverse gear assembly.

• • •

Four models . . . 4-cycle 4, 5.8 & 7½ hp. single-cylinder & 13 hp. 2-cylinder types. Write for bulletin S-116 and nearest dealer's name.

WISCONSIN MOTOR CORPORATION

World's Largest Builders of Heavy-Duty Air-Cooled Engines

MILWAUKEE 46, WISCONSIN

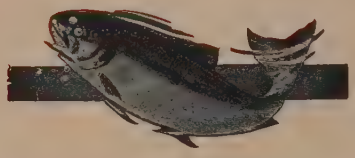
A Continuously Constructive Force in the Salmon Industry . . .

OCEANIC SALES COMPANY

3302 Smith Tower

SEATTLE 4, WASH.

CANNED SALMON



Cable Address:
"NAECO" All Codes

EASY Way to Remove RUST from Equipment

WHERE equipment, from long disuse or exposure, has acquired a coat of rust, recondition it by using Oakite Compound No. 32. This scientifically designed inhibited acid type cleaner quickly dissolves rust without harming the sound basis metal. Method eliminates arduous manual cleaning. Dangers usually associated with the use of raw commercial acids are eliminated.

Step-by-step details on derusting—plus 43 other cleaning chores—yours free in the Oakite "44" Digest. Write for your copy today.

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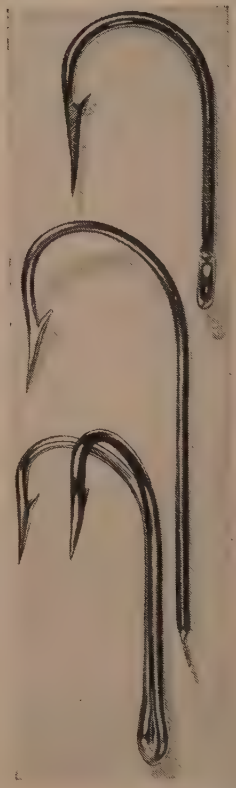
but if they DO bite—and your lines are equipped with Mustad hooks you'll get your fish because

MUSTAD
Key Brand FISH HOOKS

will hook—and HOLD them—until you bring them into your boat. These "old reliables" are noted for their sharpness, strength and temper. They save repair and replacement too. Your dealer has them.



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Established 1832
Oslo Norway
Sales Agents

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REIDAR GJOLME & SONS, 305 White Bldg., 4th & Union, Seattle, Wash.
EDWARD LIPSETT, Ltd., Vancouver, Victoria, Prince Rupert

Mexican Pacific Shrimp Quotations

Prices quoted, f.o.b. West Coast for fancy, premium brands, layer pack, May 1:

	Per Lb.
Under 15	65¢
16-20	63¢
21-25	60¢
26-30	55¢
31-42	50¢
43-65	45¢

Shrimp Market Weak As Season Closes

Mexico's Pacific shrimp industry had produced for the season beginning last August, to the end of April, approximately 21,000,000 lbs. exported fresh and frozen to this country. Of the total, in round figures, no more than 1,000,000 lbs. entered fresh in ice; the balance packaged frozen.

The shrimp market generally throughout the country was weak with considerable stocks on hand. The ceiling of "under-15" count of 68¢ per lb. was being undercut in early May, the general quotation being around 65¢. The 15-20 count, pegged at 65¢ was selling from 2¢ to 5¢ under. The larger counts were holding fairly well to their ceilings.

The 1950-51 season was fast waning, with bays theoretically closed. The southern open water fishery had picked up, but the Guaymas and Rocky Point districts continued to yield poorly.

Meanwhile the Office of Price Stabilization was reported having a regulation in the drafting stage to permit an increase in the price of frozen shrimp. The general freeze caught this product at its weakest marketing period in the year. Just when this order would be issued was not known.

J. R. Barry & Co. Handles New Fish Lines

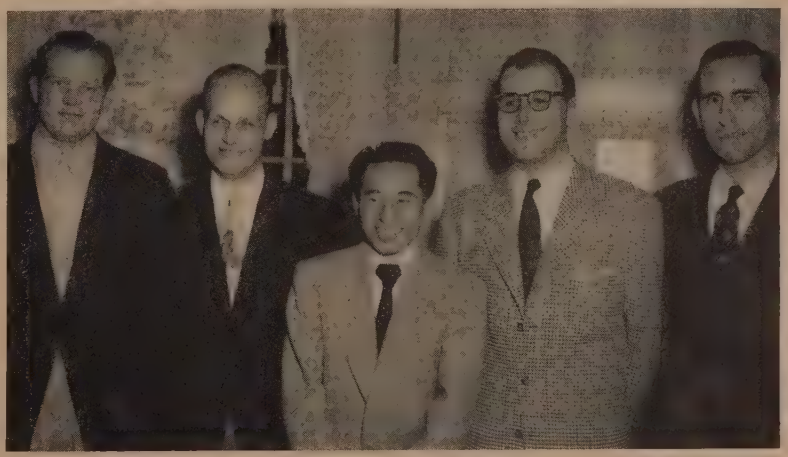
J. R. Barry & Company, Los Angeles, exclusive domestic and export sales agents for California Marine Curing & Packing Company's canned tuna, sardines and mackerel, has become distributors in Southern California for additional fish lines, according to James R. Barry, president.

The firm has become representative for Whiz Products Company, Seattle; Sunset Packing Company, for Maine sardines; and Deep South Packing Company, New Orleans, for canned shrimp and oysters. With the addition of these lines, five salesmen are now working the local trade.

Across the country, for Cal-Marine, the concern has 80 brokers handling "Rose Bowl" canned sardines and mackerel; and "Priority," "Sea Magic" and "Adventure" canned tuna.

Max J. Gorby, right, president, California Marine Curing & Packing Company, Terminal Island, and James R. Barry, head of J. R. Barry & Company, sales agents, pose beside a sling-full of "Rose Bowl" canned sardines, going aboard the *S. S. McKinley* at Los Angeles harbor. It was one of the greatest shipments of California sardines—more than 100,000 cases—ever sold to the Philippine Islands.

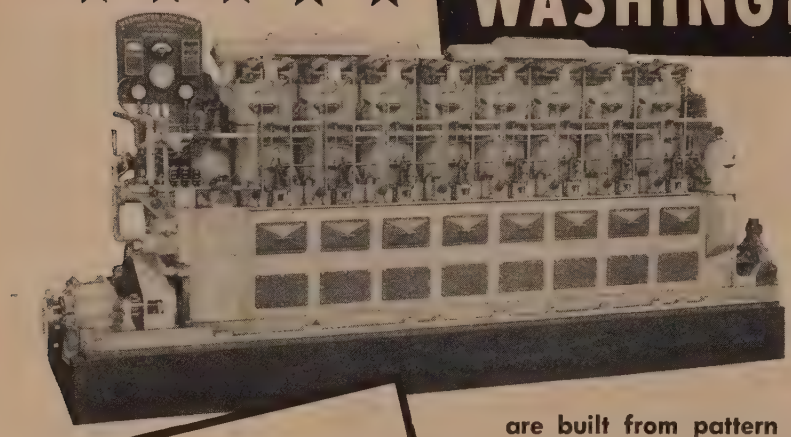
Participating in export arrangements for the huge order of sardines, which was distributed throughout the Philippines were the following exporters from Los Angeles and San Francisco. Left to right: Walter H. Dunn, Otis McAllister & Company, Los Angeles, and Harold P. Berlin, same concern, San Francisco; William H. Wing, Reliance Commercial Enterprises, Inc., Los Angeles; Robert A. Del Valle, Del Valle, Kahman & Company, and P. J. Rhodes, P. J. Rhodes & Company, both of San Francisco. Supporting this shipment and others of the popular "Rose Bowl" brand next season, Cal-Marine is planning a large advertising campaign in the Philippines.



NEFCO Appoints New Sales Representatives

The Seattle headquarters of New England Fish Company, canners of salmon, tuna and crab, recently appointed G. C. MacCallum of Spokane, Wash., and the MacDonald, Andrews Company of Portland, Ore., to cover their canned seafoods line in eastern Washington and Oregon.

★ ★ ★ ★ ★ WASHINGTON DIESEL



PROVEN DEPENDABILITY plus the assurance of responsibility on the part of the manufacturer have led fishing vessel owners to choose Washington diesels again and again for over 29 years.

Range of models from three to eight cylinders, 90 to 1000 horsepower, 277 to 450 rpm.

Washington diesel engines are built from pattern to final inspection in one big eight acre plant, with completely integrated facilities. Each installation is further safeguarded by expert engineering counsel, efficient service and parts availability for years to come.

WASHINGTON IRON WORKS

THE FIRST WASHINGTON DIESEL EVER BUILT IS STILL IN COMMERCIAL OPERATION

WASHINGTON IRON WORKS

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Quality Prices FROM Quality Markets

Let the worlds fastest growing brokerage house make bigger profits for you.

We specialize in all types of frozen food sales with special emphasis on Fish and Frozen seafood. Our central location with close contacts throughout this Country, Canada, Mexico, Australia, South Africa and other foreign countries assures quick, profitable handling of your catch.

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LOS ANGELES, CALIF. 341 S. Central Ave.
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Proper facilities for handling and storing

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Warehouses:

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Newark, N. J.
Buffalo, N. Y.
St. Louis, Mo.
*Hopkins, Minn.

*Under Construction

Shad Roe and Salmon In New "Tarabell" Pack

Bell Smoked Fish Co., Fishermen's Wharf, San Francisco, is now putting up shad roe in ½-oval Canco cans, and salmon steaks in ½-oval cans.

Both delicacies will be packed under the Tarabell label.

Joe Tarantino, managing partner in Bell Smoked Fish Co., and Mrs. Tarantino, have just returned from a motor trip which took them to New York, New England, New Orleans, and various Texas cities.

Exclusive distributors for Tarabell brand of shad roe and salmon are Collins Bros., 110 Market St., San Francisco.

Fish Featured on Caribbean Menus

Neil Taylor, partner in the Norfish Sales Co., Oakland sea food brokers and distributors, and Mrs. Taylor, have just returned from an extensive Caribbean Sea cruise. The Taylors flew to New York, boarded a Grace liner, and went to Curacoa, Puerto Cabello, Cartagena, and other points, returning to New York. From there they flew to New Orleans, Dallas, and home.

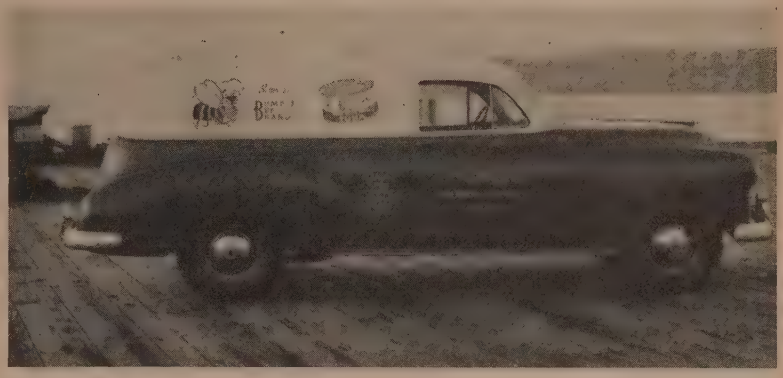
Mr. Taylor notes that on all ship and hotel menus fish was featured as a regular course, at dinner or lunch. On the ship, fish was served at every meal. Although it was very hot in Curacoa, fresh fish in excellent condition was served at the hotels. It appeared to be a fish similar to red snapper.

C.R.P.A. Names New Southern Calif. Broker

Robert L. Brechbill was recently appointed sales representative for the Los Angeles and Southern California territory for Columbia River Packers' Association, Astoria, distributing the company's "Bumble Bee" canned tuna.

He is well known figure in Southern California food distribution, and has been in the industry since he was 14 years old working in a retail grocery store. Later he was identified with a Los Angeles brokerage firm, and for the past 10 years was its sales manager.

The new firm name is Robert L. Brechbill Company, with office located at 1807 East Olympic, Los Angeles.



Flaming red, and white, panel trucks are appearing in selected areas in the West as traveling advertisements for Bumble Bee seafoods packed by the Columbia River Packers Association, Inc., of Astoria. The trucks are corollary advertising tying in with the Association's newspaper, mass transportation and TV campaigns. Emblazoned on the side panels is the animated Bumble Bee which is an illustrative feature of the 1951 Bumble Bee advertising.

Faced With Slow Sales Tuna Scarcity Fails to Develop

In company with other food commodities, canned tuna sales were slow nationally during April and early May, but with a definite pick-up in demand noted as the month proceeded. Due to the soft market despite the three-months' inactivity of the clipper fleet earlier in the year, the anticipated acute shortage of canned tuna did not materialize.

Enough of the canned product remained in first hands to assure an adequate supply until the new crop was available. Moreover it was reported the eastern seaboard particularly was still holding large stocks of imported tuna, particularly Japanese, left over from last year's rush of imports to beat the increased tariff.

Looking forward to July 1 and the normal heavy buying of canned tuna, Southern California packers made comparisons with last year to that period and the potential on the high seas, from all sources.

By June 30, 1950 all of California had packed 3,350,000 cases. This year it was estimated the industry would have available around 3,480,000 cases. Thus, in spite of the long idleness of the hook-and-line fleet, the industry would be about 3% ahead.

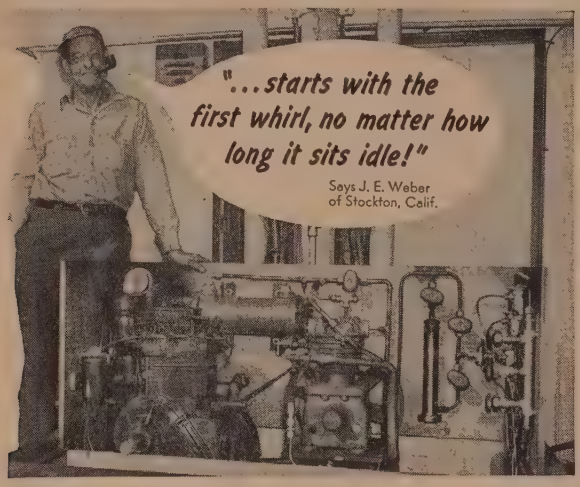
As to imports of canned tuna and tuna-like fishes: To April 1 the country had received 72,378 cases of tuna, against 145,005 cases for four months last year, a 50% decrease. The canned bonito picture was entirely different. Mainly from Peru, imports to April 1 were 209,706 cases against 111,266 cases in 1950 to that date, a 90% increase. Moreover, May saw additional heavy bonito imports, 25,000 cases arriving in one week during mid month.

Imports of frozen raw tuna were on the rapid increase. For three months this year the total was 5,345 tons, Albacore, Yellowfin and Skipjack, against only 1,790 tons, same period in 1950, a 200% increase. Peru shipped 3,300 tons; Japan, 1,350, and "non-competitive" shipments (caught by American vessels but transhipped from waters off Panama and Costa Rica, but considered imports) were the other sources.

Army Buying Calif. Sardines

The government, through the New York U. S. Quartermaster Corps, was trying to buy 100,000 cases of canned sardines for civilian supplies to Korea last month from Southern California packers. Actually it meant 50,000 cases because 24 cans to a case was requested instead of the standard 48. The sardines were to be in No. 1 oval cans, with either vegetable, tomato or natural oil.

PETTER DIESEL



Petter AV1 Diesel drives the compressor for a 1½ ton refrigeration unit on Mr. Weber's "Dora W," a trim 41-footer fishing along the California coast for tuna, albacore and salmon. Mr. Weber is typical of the many boat owners who have only the highest praise for their dependable Petter Diesel Engines.

FOR PROPULSION OR AUXILIARY POWER, PETTER SERVES YOU BETTER

LOW INITIAL COST

compare and you'll find Petter is the world's biggest value in small marine diesels!

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only ¼ the expense of running gasoline engines!

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PETTER DIESELS SOLD & SERVICED IN YOUR AREA BY:

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Sparks-Wills, Inc.
1215 S.E. Grand Ave.
Portland 14, Oregon

West Coast Engine & Equip. Co.
915 Ashby Avenue
Berkeley 2, Calif.

ABOE, Inc.
Petter Engine Division
350 Fifth Avenue, New York 1, N.Y.

Please send me without obligation complete information and prices on the Petter Diesel.

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Horse power required_____

Name_____

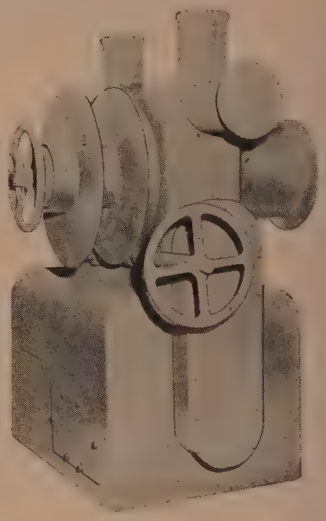
Address_____

City_____ Zone____ State_____

Type of Business_____

NORTHERN CARGO HOIST

Sturdy
Light Weight
Compact
LOW IN PRICE
A.C. or D.C.
10 hp.



The Answer to Fishing and *Commercial Boat Operators* who need a low-priced, heavy-duty 100% Foolproof Cargo Hoist.

220-440 Volt A.C. or 115-230 Volt D.C. 10 hp. Motor —Bronze and Roller Bearings — 100% Galvanized Welded and Cast Steel Construction—Chain, Worm gear and Bearings bath oiled —Bronze Bushings pressure greased—Portable Operating Station on 20 ft. cord standard equipment.

TACOMA BOATBUILDING CO., INC.

DESIGNERS • BUILDERS

Wood and Steel Construction

Manufacturers and Designers of the
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That Has Stood the Test for Over 45 Years

All Grades :: High Quality :: Fair Prices

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PETTER DIESEL ENGINES

FOR IMMEDIATE DELIVERY

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SHEPHERD DIESEL MARINE

San Pedro TE 1-2787

The 120′ fish carrier *Quatsino*, under charter to Blaine Myers & Co., Vancouver, B.C., for the halibut season, unloads a 125,000-lb. fare of Cape Scott halibut at the Washington Fish & Oyster Co. dock at Seattle early in May. Owned by British Columbia Packers, Ltd., the *Quatsino*, powered by two 500-hp. General Motors-Detroit diesel engines, is one of the fastest vessels in the British Columbia fishing fleet. After the halibut season, B.C. Packers will use her first as a salmon carrier and later as a herring packer, capable of carrying a top load of 165 tons.

"Quatsino" Lands 125,000 Lb. Halibut Fare at Seattle

At the opening of the halibut season each year for the past 13 years Blaine Myers, of Blaine Myers & Co., Vancouver, B.C., well known fish buyers and agents, has been among the first to hit the Seattle market with a cargo of fresh-caught halibut.

And, this year was no exception. On May 7, the 120′ fish warrior *Quatsino,* chartered for the halibut season, by Blaine Myers & Co. from the British Columbia Packers, Ltd., brought down a 125,000 lb. fare of Cape Scott fish, which were sold to Washington Fish & Oyster Co., Seattle, at an undisclosed price. The trip included a high percentage of the larger halibut—20's, 40's, 60's and whales—as well as the usual run of "chickens."

The fare was assembled and iced-down for the trip to Seattle at Blaine Myers & Co.'s fishing camp at Bull Harbour, B.C., on Hope Island, off the north tip of Vancouver Island. Myers and the *Quatsino,* under command of Capt. Leif Nordahl, returned north May 8.

Blaine Myers & Co., whose office is at 302 Alexander St., Vancouver, B.C., also operates a fishing camp at Sointula, B.C., where seine and troll salmon are bought from fishermen for the canning, "splitter" and fresh fish trade. The company owns the fish carrier *Bruce Luck,* powered by a Murphy diesel engine, and has an interest in a number of seine boats.

At Vancouver, B.C., Blaine Myers & Co. is the buying agent and representative in British Columbia for Washington Laboratories, Inc., Seattle, manufacturers of natural Vitamin A from fish liver oils.

Black Cod Brings 31c at Vancouver

A cargo of black cod caught off southeastern Alaska brought the highest price on record in Vancouver, B.C., early in May. The catch, consisting of 24,000 lbs., was bought by Edmunds & Walker, Ltd., at 31¢ a lb.

The vessel bringing in the cargo was *MV Zapora,* owned by Lars O. Soleway, Vancouver, with a seven-man crew.

Law Extends Permit To Land Large Tunas

A bill extending for two and a half years permission to unload at a California port Yellowfin or Bluefin in excess of 150 lbs. has been passed by the legislature and signed by the governor, May 8. The limitation would have become operative again, June 30. The provision against unloading Yellowfin or Bluefin weighing less than seven and a half pounds, remains in force.

Grays Harbor Fishing Increased in April

Fishing activity on Grays Harbor, judging by the monthly report of port commissioners, increased greatly during April.

Landings at the Port of Grays Harbor's Westport dock included a total of 313,839 lbs. of salmon, bringing the year's total to 386,421 lbs. bottom fish landings of 20,169 lbs., bringing landings for the year to 21,050 lbs., and 4,500 dozen crabs, bringing total crabs for the season to 28,173 dozen.

Calif. Bill Maintains Present Sardine Seasons

The California senate fish and game committee approved a bill last month which would retain the present differential in sardine seasons between northern and southern California.

SB1446 provides that the northern season will open Aug. 1 and the southern season Oct. 1. It also extends the ban on "summer pack" sardines for another two years, and further provides for extension of the southern boundary of the northern district to Pt. Arguello.

Speaking in behalf of the bill were George Clemens, executive secretary of the Monterey Fish Processors Association, and Peter J. Ferrante, attorney for the Monterey Purse Seiners Association.

Opposition came from the AFL, San Pedro boat owners and processors.

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

Dr. William C. Herrington, left, May 14 succeeded Dr. W. M. Chapman as special assistant for fisheries to the Undersecretary of State, shown with him here in a *Pacific Fisherman* photo taken at the N.F.I. convention in April. Dr. Chapman will remain to assist Dr. Herrington for some weeks, and the two are expected to visit the Pacific Coast in June. Dr. Herrington is a biologist, formerly in the federal service, and for several years was chief of the fisheries section in General MacArthur's headquarters in Tokyo.

Calif. Companies Hold Fishing Contract Illegal

Although Storelli Fish Co., Benicia; Pellegrini Fish Co., Martinez; and Leong Fish Market, Sacramento, were reported to have signed the new "employee" type contract with Sacramento River fishermen, members of the ILWU, major fish companies operating on the river had not done so, to May 9, stating that they believed the new type contract to be illegal.

It had been reported earlier that Superior Judge Edward Mokenbuhr, San Francisco, had ruled that the contract signed by the ILWU locals of Pittsburg and Martinez with the Storelli Fish Co., were legal and "definitely not in violation of the anti-trust laws."

The "wage" scale on roe shad was set at 2⅔¢ per-lb. per man for fish delivered at the docks, with ⅔¢ per-lb. per man for buck shad. This is said to be a 12% increase over 1950.

The "wages" of the fishermen for salmon are 11¢ per-lb. per man, an 18% increase over last year. Since two men work each boat, each man gets this rate and in addition the owner of the boat and the gear is recompensed for the use of this equipment at the rate of 11¢ per lb. If a man fishes a boat alone, he is paid 22¢ per lb.

Noyo Plant to Market 1-Lb. Frozen Fillets

Noyo River Fish Co., Fort Bragg, Calif., will shortly introduce a 1-lb. consumer package of frozen fillets to the national market, according to A. B. "Tony" Caito, owner of the company.

The company has added 150′ extra of dockage space, has built a 45′x25′ addition to the main building of the receiving plant, and will install a Package Machinery wrapping machine, to wrap the 1-lb. packages in Milprint wrappers. The fish will be packed in Marathon cartons.

A new stainless steel packing table is being installed, and a New York compressor has been ordered to augment the quick freezing facilities of the plant.

All varieties of sole, rock fish, and ocean perch fillets will be packed and marketed nationally under the Noyo brand.

Tony's son, John, will be superintendent of the operation. The following draggers have contracted to fish for the Noyo River Fish Co.: *Northern Light*, Ted Aaker; *Noyo Star*, Manual Figueiredo, both of Fort Bragg; and the *City of Bari*, San Francisco. Two more draggers may be added to the fleet, according to Tony.

At the Ottowa annual meeting of the Fisheries Council of Canada, Charles E. Jackson, manager, National Fisheries Institute, Washington, D.C. (left), with S. M. Rosenberg, director of the Canadian council, president of Canadian Fishing Co., Vancouver, and chairman, Salmon Canners Operating Committee of British Columbia

South. Calif. Boat Owners Elect Officers

Southern California Commercial Fishing Boat Owners, Inc., Wilmington, California, recently elected new officers, with William "Bill" Wagner, owner of *Emmy Lou*, chosen as president. Other officers elected included: vice president, George Knowlton, *America II;* secretary-treasurer, Charles Perry, *Julia E.* Board of directors: John Todd, *Minnie Bell;* Olin Chritton, *Joey C.;* Richard Karlson, *Milly S.* Mrs. L. T. Holdaway is publicity officer.

New Tonno Label

Pan-Pacific Fisheries, Inc., announces a new label, "Sorrento" for its Tonno pack. The new brand is produced in ¼s—100; and ½s—48. The cannery, which produces canned tuna, sardines and mackerel is located on Terminal Island.

Bill Would Enlarge Squid Fishing Area

A bill to open District 16 on Monterey Bay to squid netting was approved by the California Senate last month.

The bill would allow use of purse and round haul nets from June 1 to Aug. 31 to take squid in the district which lies southerly of Monterey breakwater and south of a line drawn from the light on the end of the breakwater magnetic east to the shoreline.

Ten years ago sports and commercial fishermen drew a line within which no squid fishing would be allowed, and legislation was passed to bring the rule into effect.

However, two factors have made it prove unsatisfactory. First the bill did not qualify whether the line was "true" or "magnetic," a difference of some 18° east. Thus, some small boat fishermen were arrested when they were found within the true course, although small boats operate on the magnetic course.

Secondly, when squid moved inside the line, no squid fishing could be done, and boats had to wait until another movement of squid to free water.

MacSpadden Joins Alaska Department of Fisheries

M. L. (Molly) MacSpadden, foreman at the Juneau Cold Storage plant for the past six years, resigned May first to go with the Alaska Department of Fisheries. "Molly" is well known among the fisherman of Alaska having spent 30 years in the country. For three years he was with the Fish and Wildlife Service as agent at Juneau. He originally comes from Missoula, Mont.

Eureka Halibut Catches Run Small

Coincidental with the start of the salmon season, the halibut season also got underway on the northern California coast May 1.

Operations however, were extremely limited with only a few boats operating out of Eureka and other California points. Several craft had gone north to fish off the Oregon coast and deliver at Oregon ports.

One fairly good catch was brought into Eureka by Erlene Johanson on the *Peacock*, 800 lbs. delivered to Consolidated Fisheries.

Monterey Loses Pioneer Fisherman

The many friends of Gaetano Lucido, 84, pioneer member of the Monterey fishing industry and well known there for the past 40 years, were saddened to learn of his death last month.

Mr. Lucido was born at Isle de Femina, Italy, and came to the United States in 1895. He settled in Monterey in 1911. He leaves his wife, Rose, two daughters, Bessie Lucido, and Mrs. Frances Campo; three sons, Mase, Anthony N. "Slats" Lucido, and Andrew J. Lucido; 11 grandchildren, and six great-grandchildren, all of Monterey.

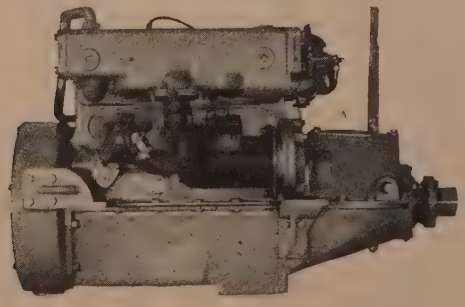
Grays Harbor Boats Crabbing in Ketchikan

Three Grays Harbor fish boats left April 20 for Ketchikan to catch and process crab. They were the *Euna Marie*, skippered by Jim Posey; the *Tillie M.*, captained by Hubert Quirin and the *Barbara Lee*, with Roy Furfiord at the helm. The *Barbara Lee* had in tow the barge, *Nikkolina*, loaded down with crab gear.

Three or four other boats will join the three later.

NEW LATHROP LH-MASTER

70 HP. AT 2500 R.P.M.



A brand-new four-cylinder, four-cycle model with over-all length of only 38¼ inches. Cubic-inch displacement: 214. Weight 795 lbs. Write today for full details about the LH-Master or any of our

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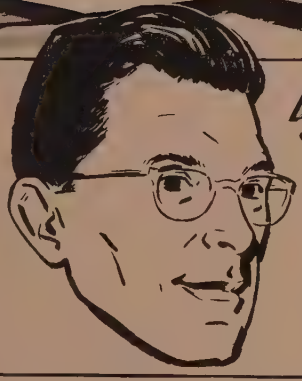
"WHILE OTHERS WAITED AT ANCHOR
WE TOOK ALL THE BAIT WE COULD HANDLE—THANKS TO THE BENDIX!"

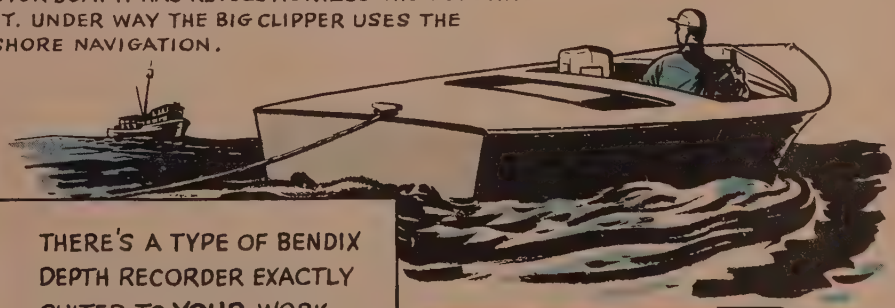
SAYS TUNA CLIPPER CAPTAIN

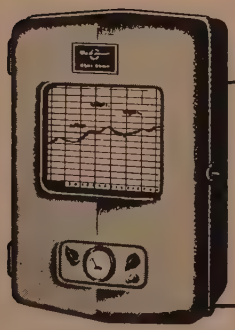


HUBERT URSICH CAPTAIN OF THE M.V. "ST. FRANCIS" OF SAN DIEGO, WRITES

"ON OUR WAY TO NICARAGUA FOR TUNA, WE ARRIVED AT THE BAIT GROUNDS AT ABOUT 10 A.M. AND LOCATED SEVERAL SCHOOLS OF ANCHOVETTES WITH OUR BENDIX DEPTH RECORDER. EVEN THOUGH SEVERAL TUNA CLIPPERS WERE AT ANCHOR WAITING FOR THE DARK OF NIGHT TO MAKE THEIR CATCH, WE MADE OUR SETS SOLELY FROM THE DATA INDICATED ON THE BENDIX AND TOOK ALL THE BAIT WE COULD HANDLE THAT DAY.... INASMUCH AS WE WERE ASSURED OF PLENTY OF BAIT EACH DAY (THANKS TO THE BENDIX) WE WERE ABLE TO FILL OUR WELLS SYSTEMATICALLY. AS SKEPTICAL AS FISHERMEN ARE TOWARD A NEW METHOD OF CATCHING FISH, THE CREW IS AS ENTHUSIASTIC ABOUT IT AS I AM. I CAN ONLY SAY THAT OUR BENDIX DEPTH RECORDER IS A MUST WITH US FROM NOW ON...."

WITH QUICK DETACH FITTINGS THE BENDIX SERVES A DOUBLE PURPOSE. INSTALLED IN THE MOTOR BOAT IT HAS REVOLUTIONIZED THE SCOUTING OPERATIONS FOR BAIT. UNDER WAY THE BIG CLIPPER USES THE BENDIX FOR INSHORE NAVIGATION.





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E. W. "Pat" Simmons of San Francisco is shown here inserted on a photo of his 42' combination fishing boat "Wiki-Wiki," converted from a landing barge, was recently repowered with a 30 hp. Lister-Blackstone diesel engine.

$5,000,000 LOSS TO FISHING UNDER NEW CALIF. LAW

California "sportsmen" finally succeeded in cutting California's shad industry to about 25-30%, and the Sacramento-San Joaquin River Salmon industry to 50-60% with the passage by the legislature and the signature of Gov. Earl Warren of SB868.

This bill closes the rivers from the M Street Bridge in Sacramento and from Tracy to Chipp's Island, some five miles below Pittsburg to commercial net fishing.

In 1948 the voters went to the polls and defeated 2-1 a proposition which would have closed all California rivers to commercial net fishing.

Observers state the bill is probably constitutional because it doesn't close all the rivers to commercial fishing. It is thought that the only recourse fishermen and plant operators in the area have is to sue the state for losses sustained as a result of being legislated out of business.

About 15 miles of fishing waters from Carquinez Straits to Chipp's Island will be left for commercial fishing, but observers say that since this portion of the river is crowded with surplus ships and barges, left over from the last war, there will be only room to fish about 50 boats. About 300 boats have fished on the river.

About 500 fishermen will be put out of work, and probably out of the eight receiving plants, five at Pittsburg, two at Martinez, and one at Rio Vista, five will be put out of business.

It is estimated that there will be a loss of about $3,000,000 in boats and gear, and $2,000,000 in plants and equipment.

Holland Assigned to Study Korean Fisheries

Capt. Laurence C. Holland, USA—"Bud" to his many friends on Terminal Island where in civilian life he is fleet manager for Southern California Fish Corporation—has been assigned to duties in Korea from Japan.

As a fishery expert—which he was for the military during World War II in Japan—Capt. Holland is now studying the Korean fisheries and development of fish supplies. In addition to those duties he is serving as assistant trial judge advocate, in domestic relations. He arrived in Korea, according to his father, Larry W. Holland, vice president of the cannery, on Easter Sunday.

Landing Craft Tops 10 K. with 30-Hp.

"Wiki-Wiki" means "quick, quick" in Hawaiian, according to E. W. "Pat" Simmons, San Francisco, and he ought to know, because he fished for a number of years in the Islands, owning a 62' fishing sampan there before the war.

"Wiki-Wiki" seemed a good name to apply to the 42' landing barge he converted into a combination fishing boat because with her Model PJM3 Lister-Blackstone 3-cyl. 30 hp. diesel engine, Pat gets a top speed of 10.5 knots.

Although a young man, Pat has been fishing for a number of years, both in the Islands and out of San Diego on tuna clippers.

He did most of the work converting *Wiki-Wiki* himself. Her beam is 12' and she can carry 6 tons of fish. There are accommodations for four in the fo'c'sle. In the deck house is a Flamo three-burner stove with oven, a 25-watt radio telephone, and a Bendix semi-automatic direction finder. The boat is equipped with a pressure water system.

The Model PJM3 Lister-Blackstone diesel engine, purchased from Hall-Young Co., Fishermen's Wharf, San Francisco, Northern California distributors for Lister-Blackstone diesel engines, turns the propeller, through a 2½-1 Paragon reverse and reduction gear. The engine is equipped with a hydraulic gear shift and hydraulic throttle control.

Wiki-Wiki carries 876 gallons of fuel and 450 gallons of water. She will be used to fish Albacore, salmon and crabs.

Herring Operations Stalled on Price

At presstime negotiations with crews by the herring packers were still going on and no settlement in sight.

One of the principle factors keeping the wraps on any definite settlement was the fact that no ceilings had been announced on herring oil and meal. At the last minute on Monday, May 14, came word that a ceiling on oil at 16¢ was being established.

The major point at issue between the operators and the crews is the old one of money. At present the demands are for more than the government established ten percent. Under the law the operators cannot grant this increase and at this point the meetings were stalled.

Panama Invokes New Fishing Regulations

The Panamanian government has issued new regulations and fees for fishing by foreign fleets in its territorial waters; effective April 27, this amends Decree 108, of January 18, 1950.

According to Article 1, taxes to be paid by foreign vessels engaged in fishing in waters under jurisdiction of Panama, off the Pacific coast, are established according to the gross tonnage of each vessel. Tax must be paid annually, and proof presented to the Ministry of Agriculture, Commerce and Industry, before licenses are issued:

Under 25 tons	450 Balboas*
Over 25 to 50	600
Over 50 to 100	900
Over 100 to 150	1,000
Over 150	1,500

*Pegged to One U.S. Dollar

Article 2 declares that, from 1952 on, live fishing by "high freeboard" vessels shall be permitted only in the period from March 15 to November 30 of each year. Fishing shall remain closed for the remainder of the year.

During this year the open season shall be from April 28 to January 14, 1952.

$45 Squid Opens Monterey Operations

Some 300 tons of squid were delivered to canners and freezers in Monterey May 8, bringing some 400 cannery workers on the job in six canneries.

About 40 boats delivered 7-ton averages, according to Horace Andante, representative of the Small Purse Seine Association.

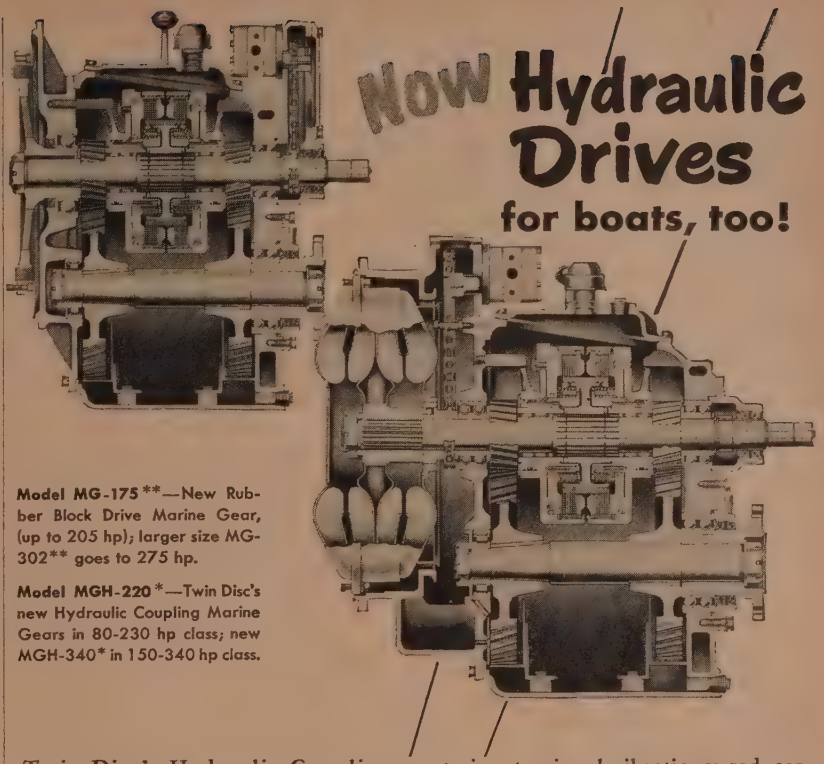
All boats went out after canners and fishermen reached a price agreement following lengthy negotiations. The asking price of $50 per ton was finally settled at $45 per ton for canning squid.

Squid sold to some freezers at $100 per ton, a price which has held steady since the start of the season.

Although only six canneries had opened for work May 8, others were buying, and virtually the entire cannery row is expected to open if sufficient quantities continue to be delivered.

In San Francisco there was reported to be an active export market for squid, especially from the Philippines, where that government has set its own ceiling on that commodity—a ceiling that is said to work back to about $5 per case here.

Monterey packers are trying to determine prices for canned squid under ceiling regulations.



Now Hydraulic Drives for boats, too!

Model MG-175**—New Rubber Block Drive Marine Gear, (up to 205 hp); larger size MG-302** goes to 275 hp.

Model MGH-220*—Twin Disc's new Hydraulic Coupling Marine Gears in 80-230 hp class; new MGH-340* in 150-340 hp class.

Twin Disc's Hydraulic Coupling Gears, Models MGH-220 and MGH-340, bring new smoothness and quietness to boats up to 350 hp. First to offer both fingertip control and hydraulic coupling drive in this range, Twin Disc offers another exclusive feature—optional slo-speed HYDRO-TROLL Drive for sustained trolling or lazy cruising.

Twin Disc's two hydraulic coupling models eliminate mechanical connection between engine and gear train. Fluid transmits the power, absorbs all engine and propeller shocks, strains, torsional vibrations; reduces engine, gear and drive wear.

Models MG-175 and MG-302 Marine Gears are equipped with Twin Disc's time-proven rubber block drive, by which the power is transmitted through "rubber-in-compression" for quieter operation and extended gear life.

In each of these units, hydraulic clutch actuation practically eliminates clutch wear. Get the advantages of 33 years specialized experience—specify Twin Disc Gears for *your* boat. Write today for specific information.

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Based on continuous engine output rating

Model	HP Capacity	Engine RPM	Model	HP Capacity	Engine RPM
MG-55	20-70	800-2500	MG-201	120-180	600-1000
MG-61	40-110	900-2500	MG-175**	85-205	900-2100
MG-165	105-175	1200-2000	MGH-220*	80-230	1200-2100
MG-166	105-175	1200-2000	MG-302**	150-275	600-1500
MG-200	90-175	600-1500	MGH-340*	150-340	700-1500

*Hydraulic coupling gears: can be equipped with HYDRO-TROLL variable-fill coupling to multiply reduction for slo-speed.
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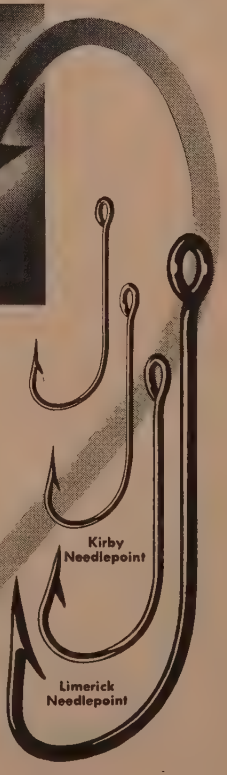

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A rounded stern makes this 45x14-ft. seiner a better sea boat, yet retains the essential advantages of a transom stern . . . good carrying capacity and speed. Powered by D-318 Caterpillar Diesel. Optional is Chrysler Royal with 3½ to 1 reduction gear. Order now for early delivery!

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Sardine Reduction Limit Flouts Bureau's Advice

Despite a recommendation by Richard S. Croker, chief, Bureau of Marine Fisheries, Division of Fish & Game, that the total amount of sardines to be taken for reduction purposes during the 1951-52 California season be set at 50,000 tons, the Fish & Game Commission set the bag limit for reduction at 150,000 tons.

This was the same amount as during the 1950-51 season. No consolidation of reduction permits, a practice allowed during the past few seasons, will be allowed among the 97 permit holders in the 1951-52 season.

Mr. Croker reported to the commission that the sardine population continues at a low ebb, and that an effort must be made to increase the numbers of older fish in the population.

He stated that there is no indication of any improvement in the younger year classes entering the fishery this year, and that the only way to stabilize the fishery is to limit catches. As the commission has authority to limit only reduction catches he recommended that the tonnage allocation be 50,000 tons for the coming season.

In reply to the question of Lee F. Payne, president of the commission, Mr. Croker stated that the 1947 and 1948 year classes contributed approximately equal amounts to the catch last year.

Burnham Enersen, representing the San Francisco Sardine Association, opposed Mr. Croker's recommendation and requested an allotment of 150,000 tons for reduction purposes, which he said would give the plants an average of about 1500 tons per plant.

Port Hueneme to Get New Fish Cannery

A $350,000 fish cannery will be established at Port Hueneme, California, 90 miles north of Los Angeles by the opening of the 1951-52 sardine season. It will be operated by Seine Sea Food Products, Ltd., of which John Costanza is president. He is also head of Martinez Food Company, Martinez. The permit limits the plant's capacity to 200 tons of fish during a 10-hour shift.

It was also reported by the Oxnard Board of Supervisors last month that the Del Mar Canning Company, headed by Ed David, San Francisco and Warranten, Ore., would build a stickwater plant at the same location.

(Above) Here is the new 105' by 25½' tuna clipper *Favorite* completed early in April for Antonio Rosa and Associates of San Diego by the Puget Sound Boat Building Corp., Tacoma. Her skipper is Manuel Madruga. She is powered by a 6-cyl., 12" x 15", 600-hp. Enterprise direct-reversible diesel engine and for auxiliaries has two 165-hp. General Motors-Detroit diesels, each driving a 75-kw. generator. She has a 66" diameter by 43" pitch Coolidge propeller, a Monel tail shaft and Goodrich cutless bearings. Her refrigeration system is by Baker, three 5½" x 5½" ammonia compressors being used to refrigerate ten cargo wells in the hull and three bait tanks on deck. Bait pumps are 10" Campbell's, with 2½" Fairbanks-Morse brine circulating pumps. Navigation equipment includes a 1,000-fathom Fathometer; a 350-watt Intervox Radiophone; and a Photo-Electric Pilot for automatic steering. Her tuna tender is a 16' Kettenburg. She has a refrigerated cargo capacity of 205 tons of tuna.

•

(Below) In this interesting shot of the launching of the tuna clipper *Favorite* at the yard of the Puget Sound Boat Building Corporation, Tacoma, we see the principals, left to right, John J. Petrich, yard manager; J. D. Martinolich, construction foreman; Jim Petrich, designer of the vessel and son of John J. Petrich; Miss Claire Clein, Seattle, sponsor; Robert Breskovich, and his father John Breskovich, president of the yard; and Antonio Rosa, one of the owners of the *Favorite*. *(Photo by John Bickel)*

LaBruzzi Builds Combination Boat

D. LaBruzzi & Son, Oakland boatbuilders, are building a 38'6"x13' combination boat for M. Calandrino, San Jose. The hull features a nice flare in the bow and an overhang.

The craft will be powered with a GM 6-71 diesel engine, will sleep four in the fo'c'sle, and will pack 8 or 9 tons of fish at 10 knots. She will be christened the *Martha Jane*.

"Western Pride" Installs GM Auxiliary

Western Pride, San Pedro purse seiner has had installed a Model 2061A 2-cyl. General Motors diesel auxiliary to operate the refrigeration machinery. An Ingersoll-Rand Model 9BMA31, air-starting motor is used in connection. Crofton Diesel Engine Company, Southern California GM marine distributors, made the installation.

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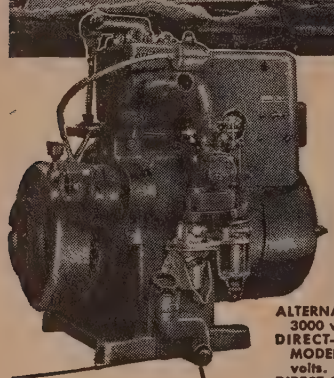

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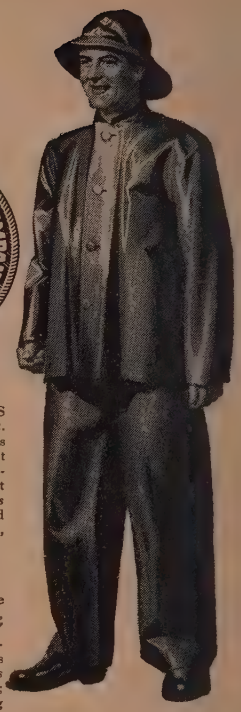

RUFF-N-TUFF EUREKA SUIT
(left) of cold GR-S Rubber has 30" *Jacket*. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. *Overalls* with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT
(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. *Overalls* have waist-tie cords; bib front; webbing suspenders.

HIGH VISIBILITY YELLOW also available

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New Fishing Regulations For Washington

According to the new regulations issued by the state of Washington the basic fishing season will begin July 2 and end Nov. 30. However, there are a number of regulations which change this somewhat.

Inside the Initiative 77 line, fishing will be closed to purse seiners until Oct. 5 except in the odd year Pink runs when fishing will be allowed from Aug. 6 to Aug. 31.

Weekly closures, outside the 77 line are from midnight Friday to midnight Sunday for seiners and reefnetters until Aug. 26 when the time is moved up to 4:00 p.m. Friday to 4:00 a.m. Sunday.

Gillnetting in the same area will be closed from 6:00 p.m. Friday to 6:00 p.m. Sunday until Aug. 26 when the closing is from 6:00 a.m. Saturday to 6:00 p.m. Sunday.

Offshore closure is from midnight Friday to midnight Sunday for all gear.

The same closures apply inside the 77 line for seiners from Aug. 6 through Aug. 31 and from Oct. 5 through Nov. 30.

A weekly closure of 48 hours will be enforced on commercial trollers operating in state waters between Cape Flattery and Point of Arches.

S.E. Alaska Cold Storage Strike Settled

A strike of cold storage workers which tied up operations in Southeast Alaska was settled the morning of May 7 at Juneau. The workers, members of the ILWU Marine Warehouseman's Union, had been receiving $1.82½ per hour, were asking for $2.40 plus welfare.

Settlement was reached providing for the 10% allowable increase, effective as of April 1. A petition is being sent to the Wage Stabilization Board for $2.25 an hour plus five cents an hour welfare, which, if approved is to be retroactive to April 1.

Canadian Fishing Co. Buys Reduction Plant

One of the reduction plants of the J-D Packing Co., San Francisco, has been sold to the Canadian Fishing Co., Ltd., and will be installed at Butedale, B.C. to reduce herring.

The plant was a 12-ton California Press Mfg. Co. outfit. J-D Packing Co. has another reduction plant at its location on Pier 92, and will operate that during the coming sardine season.

Fishing Vessel Owners Association of British Columbia elected Malvin Mjos, owner of *Rose N.*, as president for the ensuing year when they held their annual meeting recently in Vancouver. The picture shows, left to right: Harold Christenson, secretary; Anthony Boroevich, owner of *Colonel Holmes*, director; A. C. Christiansen, owner of *Prosperity A.*, director; Mr. Mjos; Matt Nielsen, owner of *B. C. Bird*, director; Frank Cvitanovich, owner of *B. C. Lady*, vice president; N. Sigmund, owner of *Sea Pride II*, director; and Sam Peterson, owner of *Cape Norman*, director.

Fish Divoteers Hold Annual Spring Tourney

Sunny skies and perfect playing conditions brought out a record turnout for the Seattle Fish Devoteers' thirteenth annual spring tournament at the Rainier Golf and Country Club April 20, 119 golfers playing 18 holes and 155 members and their guests enjoying the festivities at the "nineteenth hole" and the banquet in the evening.

Feature of the banquet at which President Leif Eriksen of the Chatham Straits Fish Co., presided, was the awarding of the day's prizes by toastmaster Ted Ray, of the Leslie Salt Co., who came up from San Francisco for the occasion.

The Royal Mail Lines trophy for low net in the first division was won by Carl Puetz of the Roosevelt Fish Co. Clare Kidd, of the National Bank of Commerce, was awarded the prize for low gross in the first division.

Frank Wright, of the Pyramid Fisheries Co., won the coveted Bob Finke trophy for low net in the second division, with the award for low gross in this division going to Glenn Wicker of the Green Bay & Western Railroad.

Harold Gramson, of the San Juan Fishing & Packing Co., Warrenton, Oregon, carried off the Blue Star Line trophy for low net in the third division. The prize for low gross in this division was won by Randall Beard of the New England Fish Co.

Competing in the guest division, Andy Gardner won low gross honors and J. H. Whiteside was the low gross winner.

The highly successful tournament was staged under the direction of Joe Brennan, Talbott Carroll Co., Inc., assisted by Jack Pierce, Whiz Fish Products Co. Eldon Erickson, N. C. Marine; Phil Hanson, Perfection Smokery; Chas. Sheriff, B. R. Anderson & Co.; Ray Wallitner, Nickel Plate Road; Walt Meredith, Kelley-Clarke Co.; and Karl Paulus, Malaspina Fishing Co.

Prizes for the tournament were collected by Frank Royce, chairman of the Sponsors committee, and his assistants, Don Knowles, Leslie Salt Co.; John McCallum, McCallum-Legaz Fish Co.; Henry Russell, Sunde & d'Evers Co. and Bob Gilman, Vita Food Products, Inc.

Calif. Senate Approves Shorter Crab Season

A bill to shorten the north coast crab fishing season by one month was approved by the California Senate last month.

The senate unanimously passed a bill by Sen. A. W. Way, Eureka, to change the opening of the crab season from Nov. 15 to Dec. 15. Sen. Way said it was a conservation measure designed to allow the crabs' shells to harden. The bill, which would make the season the same as it was in 1949, was sent to the Assembly for further action.

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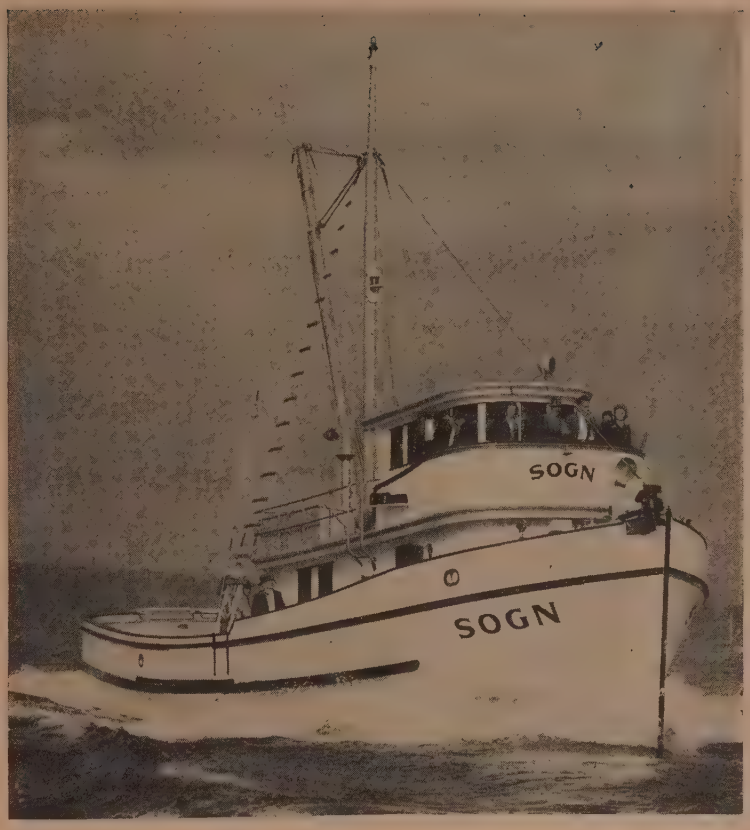
"Sogn" Re-Powered For Halibut Season

Hans Akse's 72′ combination fishing vessel *Sogn* has been repowered with a new Union diesel, model GA6. Trials were conducted on April 3 in Tacoma under the supervision and direction of Union Diesel's service engineer, Paul Allen. Capt. Akse carefully checked the speed of the vessel on the trial run and reported that the speed exceeded 10½ knots.

The *Sogn*, one of the best-known in her class in the Northwest, will lead off on halibut this year. Installation of the new Union diesel was made by Tacoma Boatbuilding Company and checked by Union Diesel's service engineer John De Polo. The engine was sold by Lee H. Wakefield of the Apex Company, Seattle, Northwest distributors for Union diesel engines.

This Union diesel is the same kind as the one installed in the successful *Two Brothers* of San Pedro; *Madelyn R.; Kathryn* and *E. W. Scripps.* At the present time, Union Diesel Engine Co. is building a number of these engines for twin screw river pusher type towboats.



Skagit River Closed To Commercial Fishing

New fishing regulations for 1951 have been issued by the state of Washington. Most drastic change was the closing of the Skagit River and a large portion of Skagit Bay to commercial fishing.

The regulation was made effective in order to restore the Skagit River King runs, which have been noteworthy in the past.

Fishing inside a line from Brown Point on Camano Island to Bald Point on the mainland is prohibited under this regulation.

The closure is expected to increase materially the escapement into the Skagit River and in some measure to aid the Fraser River runs. Tagged fish have been found in the state traps which indicate that many fish circle Whidbey Island on their way to the Fraser.

The use of power winches and brailers and special tag line attached to lead lines are barred in the Port Susan area.

The department has prohibited gill net fishing in the Chehalis River above the lower railroad bridge at Aberdeen and has moved the deadline on the Palix River downstream to the Highway 101 bridge.

Pacific Coast Purse Seiners Re-Elect Edwards

Arthur Edwards was re-elected president of the Pacific Coast Purse Seiners Association in their recent election in Seattle.

Mike Castelan was elected vice president and Conrad Ness, secretary. The organization consists mainly of operators of purse seine vessels catching herring and sardines from California to Alaska. Trustees elected at this time were: Chris Pedersen, Anton Ancich, Asbjorn Andersen, Ole Edwards, Dan Forseth, and Olaf Mathesen.

Doug Buckingham has been named plant manager for the Cooperative Fisheries branch at Crescent City, succeeding *Roy Elems. Buckingham* has been fishing out of the Northern California port for several years and is co-owner of the boat *Gulnare.*

Al Strachan, plant manager for Eureka Cooperative Fisheries, is back on the job after an extended siege in a local hospital.

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Executives of Westgate-Sun Harbor Company, San Diego and Monterey, entertained 125 of its nationwide brokers at the Brokers' convention in Chicago. The company was represented by 11 of its officials. In exact center of picture, gray suit, is W. Wade Ambrose, president; to his immediate left is Harold Requa, Jr., advertising and sales promotion director. At rear of room, standing, extreme left, is James B. Lane, vice president in charge of "Breast O' Chicken" tuna sales; sitting at rear left table is Andrew Sanfilippo, production manager; at extreme right, standing, is Walter Gibb, assistant to Mr. Lane. On his return to San Diego, Mr. Requa reported a most active sales conference with their brokers; that new sales territories were being opened up with, every type of advertising being used to boost the demand for the canned product.

Joe Jurich Beaten In Bid for Office

Joseph F. Jurich, who organized the old I.F.A.W.A., and was its president throughout its life, lost a bid for election as secretary-treasurer of Local 3 of its successor Fishermen and Allied Workers Division, International Longshoremen and Warehousemen's Union.

Mr. Jurich has been chairman of the FAW division, but is resigning because of his health; and made a bid for the Local 3 job against Robert Cummings, incumbent. Jurich lost out, 399 to 219, it was announced.

Incumbent president Robert Alvestad of Gig Harbor defeated Rudy Franulovich of Anacortes, and Frank Barcott of Anacortes was elected vice president.

Bill Would Extend Sardine Fishing Limits

The California Assembly was studying a bill which would extend the southern limit of the northern California sardine district.

The bill was passed by the Senate. It would extend the limit from the present boundary at Piedras Blancas Light to Point Arguello, 60 miles further south. An urgency measure, effective as soon as the Assembly passes it and the governor signs it, the bill also extends the present sardine fishing regulations for another two years.

Sen. Fred Weybret said the area between Pt. Arguello and Piedras Blancas, now in the southern sardine district was seldom fished. He declared that the bill would open new fishing grounds for northern California processors.

Jeanice Walton Buys Yakutat Libby Cannery

Mrs. Jeanice Walton, (formerly Mrs. Robin Welsh) owner and president of the Bellingham Canning Co., has purchased the Libby, McNeill & Libby's Yakutat cannery. The transaction was completed May 2.

Mrs. Walton went to Yakutat to make arrangements to have the cannery in operating condition by the opening of the Yakutat salmon season June 19. The purchase included the cannery, railroad and all Libby property there.

The Yakutat cannery has not been operating for the past two years. The resumption of operations is being looked forward to by the residents of the area. Bob Welsh will be superintendent there.

The Bellingham Canning Co. also operates the Icy Straits Salmon Co. at Hoonah where Barney Welsh is superintendent.

CRPA & PAF Operate Jointly on Excursion Inlet

Columbia River Packers Association and Pacific American Fisheries have completed plans for joint reactivation of canning facilities in Excursion Inlet, Alaska, with both fishing and packing operations to be handled jointly.

Plans are to use PAF's cannery building with the equipment from the CRPA cannery saved when that cannery burned.

William Wootton will have charge of the joint operation including reactivation work on the cannery. A mechanical crew and construction workers will leave Astoria soon for work there. Leonard Preschel will be cannery foreman.

Wilbur-Ellis Buys "Spicewood"

The refrigerated tuna mothership, *Spicewood,* operated for several years by Van Camp Sea Food Company in Central American waters, has been purchased by Wilbur-Ellis Company, San Francisco and Los Angeles. In mid-April the vessel unloaded some 600 tons of Peruvian tuna and swordfish at Long Beach harbor. The tuna was consigned to canneries in the LA-LB district.

Wilbur-Ellis has been operating the vessel under charter from Van Camp, making two voyages to Los Angeles harbor and one to Boston, Mass. Most of the cargoes to the west coast is Yellowfin tuna; only a small portion being Broadbill swordfish.

Slim Sardine Catch Predicted this Season

The Bureau of Marine Fisheries, Division of Fish & Game, takes a dim view of the 1951-52 California sardine season.

The forecast was based on an analysis of catch figures from the 1950-51 season. Practically no fish of the 1949 year class were caught off the California coast.

This means, according to Bureau officials, that a severe scarcity of two and three-year-old fish, which contributed a large portion of the sardine catch in recent years, will be evident next season.

During the 1950-51 sardine season, the 1948 class made up approximately 44% of the successful southern California catch, but only 10 and 16% of the northern and central California fisheries. The small tonnage landed at northern and central California ports were largely supplied by 1947 and 1946 year classes.

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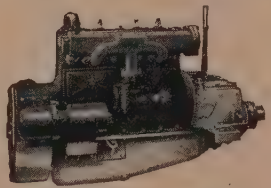

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LINES and LEADERS

Simson Retires from Actual Management

George (Joe) Simson has retired from active management of the firm of Simson-Maxwell, Ltd., Vancouver, B.C., distributors of diesel and gasoline engines. His retirement took effect on the tenth anniversary of the company's inception as British Columbia distributors of Buda diesel and gasoline engines. He continues on the board of directors with Robert Maxwell, president and managing director; Dal C. Smith, vice-president; Hugh T. Radelet, secretary-treasurer. During Mr. Simson's regime the company became exclusive distributors for Chain Belt Co. and Cooper-Bessemer heavy duty diesels.

Fort Bragg Marine Is New General Petroleum Station

E. D. "Dan" McRae, a veteran of 18 years service with the General Petroleum Corp., is now the Fort Bragg marine dealer for the company, and he has one of the most complete and handiest General Petroleum marine service stations on the Coast.

Dan was with the company at Bellingham, Wash., working both the marine and industrial fields for the oil company, and so he has a great many friends among fishermen along the Coast.

His General Petroleum marine service station is called Fort Bragg Marine and he is putting in a stock of batteries, filters, spoons, fishing lines, etc., as an accommodation to the fishermen who will tie-up at his docks for tanks full of General Petroleum fuels or lube oils.

General Petroleum Corp. has large fuel and lube oil storage facilities at Fort Bragg Marine, the first marine filling station coming into Noyo Harbor, and Dan will have a complete line of diesel oils, gas, lubricating oils and greases, and Mobile storage batteries.

Dan was in the fish canning business on Shaw Island in the San Juans for a number of years when he was connected with the Island Belle Packing Co. At his Fort Bragg Marine he has a small smokehouse, and makes a hobby of smoking fish. His host of friends always are happy to be presented with a piece of Dan's delicious smoked fish.

Fort Bragg Marine is the new General Petroleum service station at Noyo Harbor, Fort Bragg, Calif.

West Coast Engine & Equipment Moves

West Coast Engine & Equipment Co., constantly expanding since its inception shortly after World War II, has now made its third move again necessitated by increasing business, into new larger quarters to give its customers better service.

The new plant of the company is at 1077 Eastshore Highway, Berkeley, Calif., phone: LAndscape 5-2261.

States Muirson Wright, president: "Over 5,000 sq. ft. of floor space . . . a larger stock of all sizes of engines . . . expanded service facilities . . . these all add up to better engine service.

"With the additional new space we have expanded our inventory of engines to give immediate delivery direct from stock. Our three extensive lines—GM diesel engines, industrial and marine; Chrysler industrial and marine motors, and Petter diesel industrial engines provide a wide selection of industrial and marine engines for every purpose.

"In addition to a spacious display floor, our new building affords a greater parts supply to guarantee quick delivery on replacements, and a well equipped service department."

Beside the GM, Chrysler, and Petter line, West Coast Engine & Equipment also distributes Martin outboard motors, Willard storage batteries, both industrial and marine; U. S. Motors electric generating plants, engine controls, and Bendix depth recorders.

Muirson Wright is president and sales manager of the company; Chet Bolay service manager; Dick Miller, parts manager; and Tom Genn, sales engineer.

The new plant of West Coast Engine & Equipment Company at Berkeley, Calif.

H. E. Evans of Willard Battery Co. Dies

H. E. Evans, merchandising manager of the Willard Storage Battery Co. since 1944, died unexpectedly at his Cleveland home in April. He was 51.

A prominent and popular figure in the battery industry for more than 25 years, Mr. Evans was in charge of all Willard advertising, sales promotion and market research activities. He was also a member of the Willard executive staff and played an important part in the management of the company.

Mr. Evans joined the Willard organization in 1925 as a salesman and subsequently became assistant sales manager and sales promotion manager prior to his appointment as merchandising manager.

National Supply Men Visit West Coast

Lawrence J. Schutte, superintendent of industrial relations, the National Supply Company, Springfield, Ohio, and Don Rosie, of National Supply's industrial relations staff at Pittsburgh, Pa., spent the latter part of April and the first week of May on the Pacific Coast, meeting with the company's operating personnel at San Diego, Terminal Island, Oakland, Portland, Astoria, Seattle and Vancouver, B.C. This was their first trip to the Pacific Coast and both expressed themselves as being very much impressed with the possibilities for engine business in the marine and fishing fields on the West Coast.

Continental Can Names H. M. Blinn Sales Manager

H. M. Blinn has been appointed sales manager of the Pacific Division, Continental Can Company, according to Sherlock McKewen, vice president in charge of the Pacific Division. Mr. Blinn takes over the functions and duties of Peter E. Fagan, who is now assistant to the vice president of the Pacific Division.

Both Mr. Blinn and Mr. Fagan have been with Continental since 1929.

Raytheon Has New New York Office

The Raytheon Manufacturing Company of Waltham, Mass., announces the transfer of its New York and International Sales Offices to 19 Rector Street, New York 6, N. Y. The telephone number, Whitehall 3-4980 and cable address, RAYTHEONEX, New York, N. Y., remain unchanged. Raytheon products represented include the "MARINERS PATHFINDER" radar, "FATHOMETER" echo depth sounders, Radiotelephones and other marine electronic equipment.

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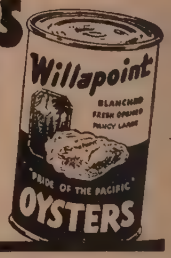

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Snow-Nabstedt Expands Field

The Snow-Nabstedt Gear Corp. of Hamden, Conn., at a recent board meeting elected the following officers: A. T. Nabstedt, president and chairman of the board; D. M. Pierpont, first vice president; Tracy S. Nabstedt, vice president in charge of production; D. R. Thompson, treasurer; A. T. Nabstedt, Jr., secretary.

The Snow-Nabstedt Gear Corp. has been actively engaged in manufacturing marine reverse and reduction gears for the past forty-five years and is now expanding its activities into industrial transmissions for specific applications.

Tracy S. Nabstedt studied electrical engineering at Yale University. He then spent three years on active duty in the southwest Pacific, overhauling motor torpedo boat engines for the Navy. Upon his return he became active in research on induction hardening and heat treatment of light weight and extremely high stressed marine reduction gearing. He also was an engineer on production methods for the company, and has recently assisted the sales department on developing engineering work with engine manufacturers and the armed services. Mr. Nabstedt begins his eleventh year with the company as vice president in charge of production.

Twin Disc Issues Engineering Bulletin

A 16-page engineering bulletin describing its new lines of hydraulic coupling marine gears (with optional trolling drive), and rubber-in-compression marine gears, has been released by Twin Disc Clutch Company of Racine, Wisconsin.

Data on engine housing sizes to which the gears may be fitted, engine speed and horsepower rating charts; and other data helpful to designers, boat builders and power converters, are contained in the booklet, No. M-161, which may be obtained from Twin Disc Marine dealers, or direct from Racine headquarters.

William L. Bowron, district manager, Willard Storage Battery Company, Los Angeles, center, was host at a recent dinner meeting for executive personnel of Magneto Sales & Service, Southern California Willard distributors. Flanking him, left to right, are Jack Crandall and Howard G. Oakes, Magneto partners. Assisting Mr. Bowron in detailing Willard's current merchandising and advertising plans were district sales representatives Frank J. Hanover, extreme right, and A. F. Phillips, third from right. Between them is Bob Saunders, partner, Brachman Ignition Works. Magneto Sales personnel around the table, left to right: Ellett L. Jackson, marine field; Tom Fothergill, Henri V. Parker, George A. Robinson, Frank C. Lang, Jisil Halket and Robert Crandall. San Diego's Magneto partners, Harry Donaldson and W. C. Seacord were not present.

Wix Cooler Combines With Daum Tool & Marine Co.

John Weiks of the Wix Cooler Company, Seattle, announces that the firm has recently combined with Daum Tool & Marine Company and will operate at the latter firm's waterside location at 2900 Westlake North. The Wix Cooler Company now will be able to offer dockside service on Wix and other marine heat exchangers.

Caterpillar Names Wm. Paul Northwest Representative

Promotion of William T. Paul to the position of service representative for Caterpillar Tractor Co. in the Pacific Northwest was recently announced by H. D. Welch, western service manager, San Leandro, Calif.

Paul, who will headquarter in Portland, Ore., is a native of Huntington, Indiana, and was graduated from Purdue University with a degree in mechanical engineering. After serving in the U. S. Air Corps during World War II he joined Caterpillar early in 1949 as a member of the college graduate training program, and since completing that course has been affiliated with both the engineering and service departments of the company.

Nordberg Advances Shirley

Paul S. Shirley has been appointed chief development engineer, heavy machinery division, according to R. W. Bayerlein, vice president, heavy machinery division, Nordberg Manufacturing Company, Milwaukee, Wisconsin. Prior to joining Nordberg, Shirley was chief research engineer at Baldwin-Lima-Hamilton.

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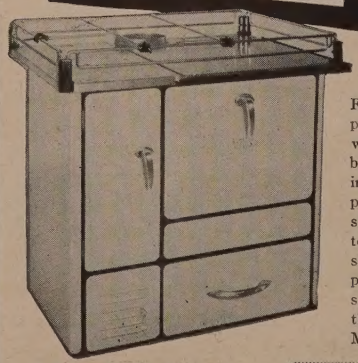

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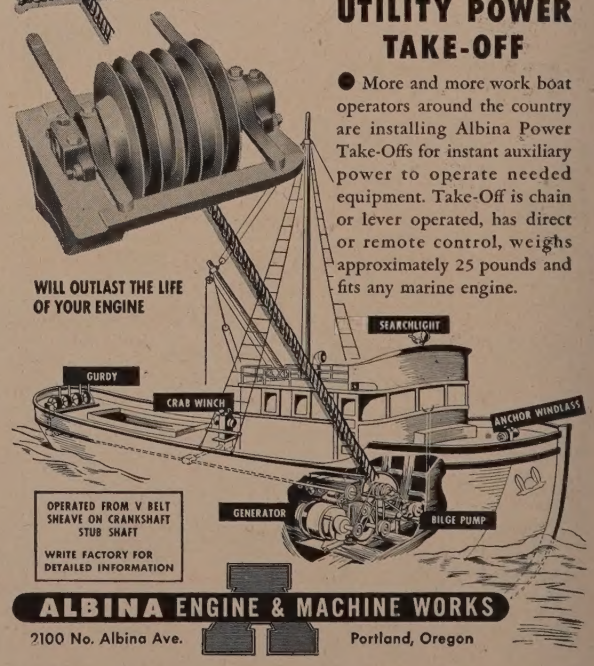

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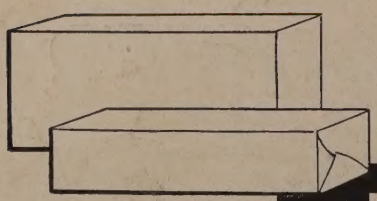

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